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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXVII.

CHICAGO, ILLINOIS, MARCH 15, 1909.

No. 9. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

WE MANUFACTURE MACHINERY

... for ...

Elevating and Conveying Grain, including all of the Standard Appliances for this purpose.

We do not manufacture shellers, cleaners or special machines for treating grain, but confine our efforts strictly to machinery for **HANDLING GRAIN.** Let us figure with you.

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Manufacturers of Conveying and Transmission Machinery

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NEW YORK OFFICE—43 Exchange Place CHICAGO OFFICE—First National Bank Bldg.



Grain Elevator Belting

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Best Made and Cheapest

—Get our prices—

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We manufacture everything for the grain elevator, including:

Salem Buckets
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Are now complete for the spring demand for Grain Elevator Equipments. We can make prompt shipment on

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Spiral Conveyor	Friction Clutch Pulleys	Shafting, Boxes
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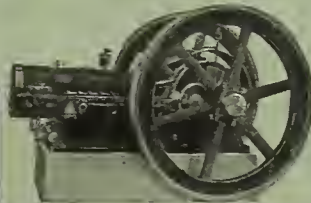
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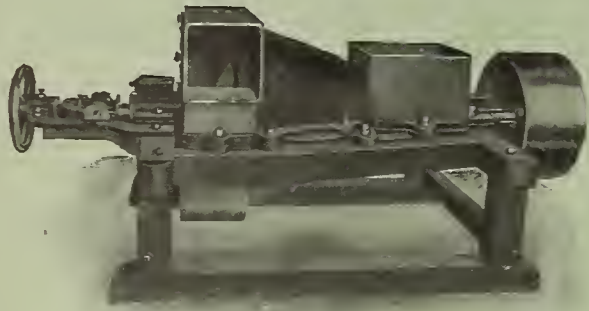
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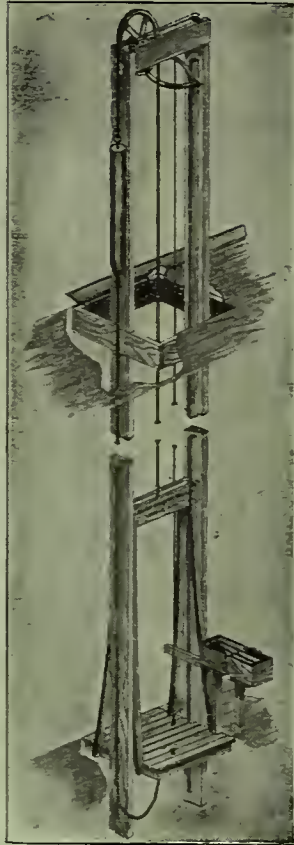
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EQUAL TO ANY CLEANER MADE

Easy
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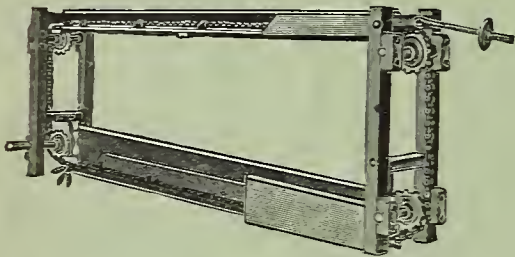


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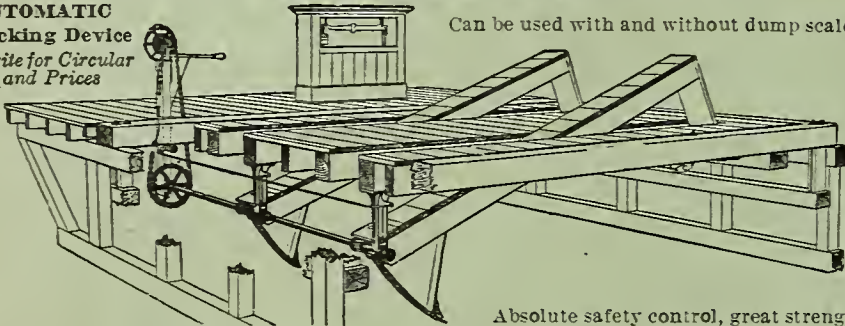
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AUTOMATIC
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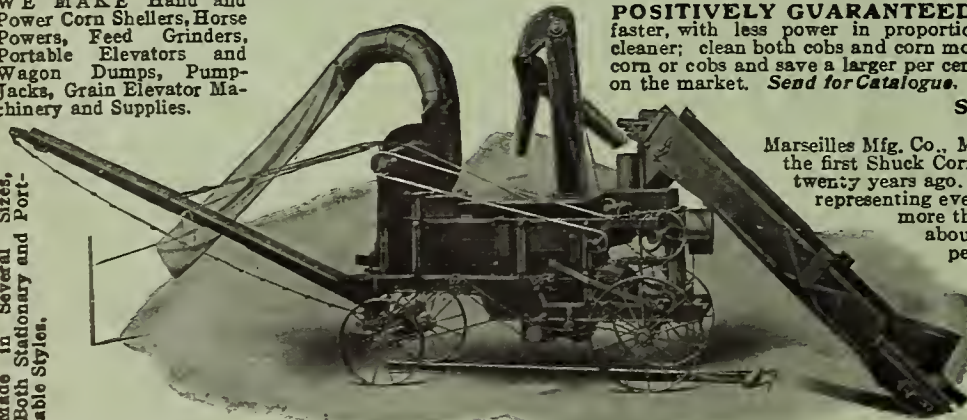
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Crain, Clover and Grass Seeds,
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WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump-Jacks, Grain Elevator Machinery and Supplies.

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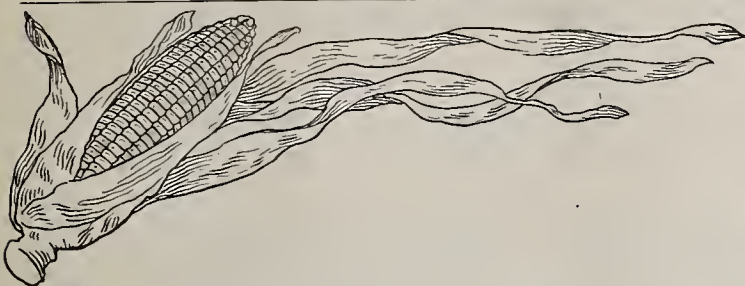


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SEED SCOURER
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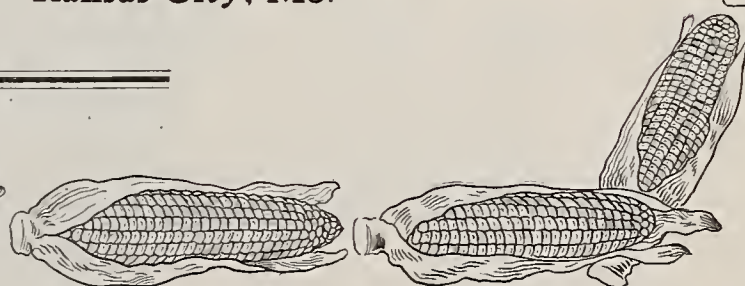
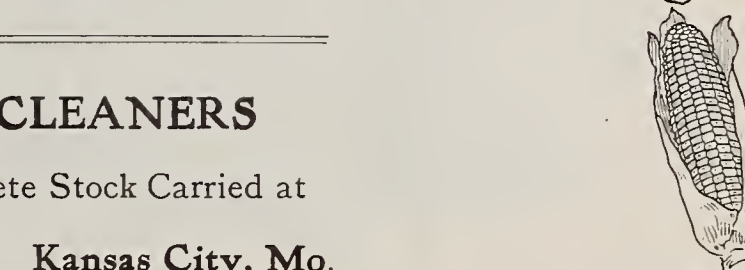
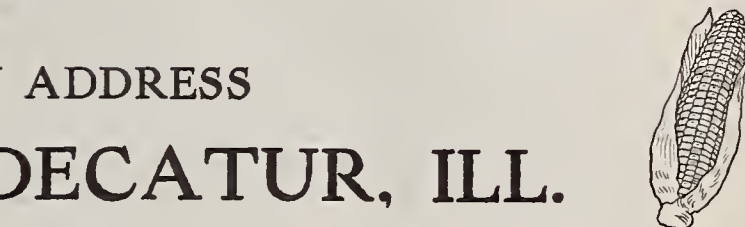
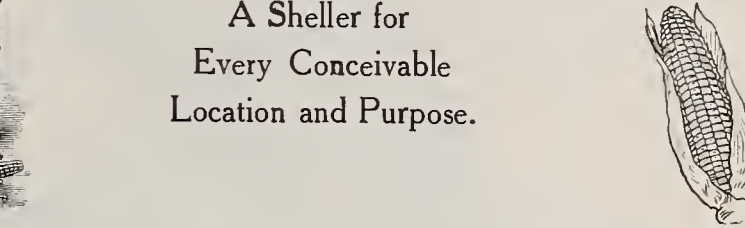
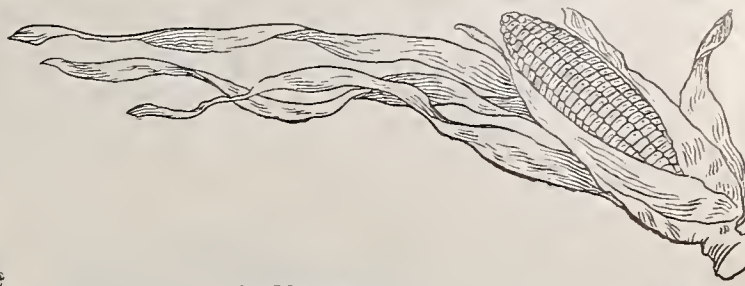
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Built in Varied Capacities

A Sheller for
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Location and Purpose.

FOR NEW AND BEST WAY ADDRESS UNION IRON WORKS, DECATUR, ILL.

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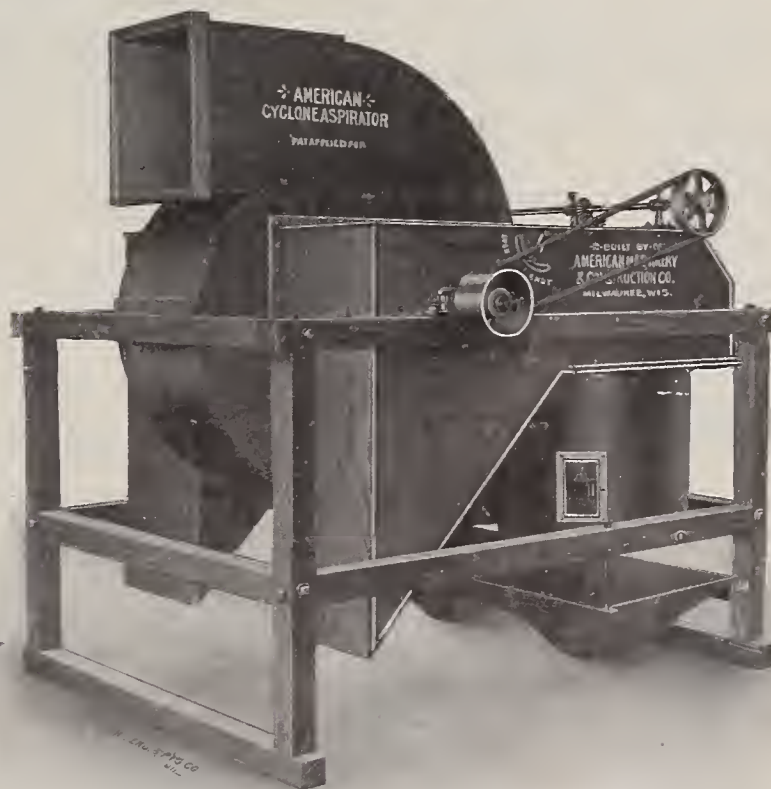
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They Have Stood the Test for Years. Complete Stock Carried at
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cleans more thoroughly and with a larger capacity than any other separator, and requires only half as much power. It is simpler in construction and operation, absolutely dustless, and so perfectly counterbalanced that no bracing of any kind is required.



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has a capacity many times greater than any other, does the work much more thoroughly, and requires but very little power. It is specially recommended for use in flour mills, maltheuses, grain elevators, and wherever chaff and other light impurities are to be separated from the grain.

These machines are built in two styles: All Steel, and in Combination Wood and Steel.

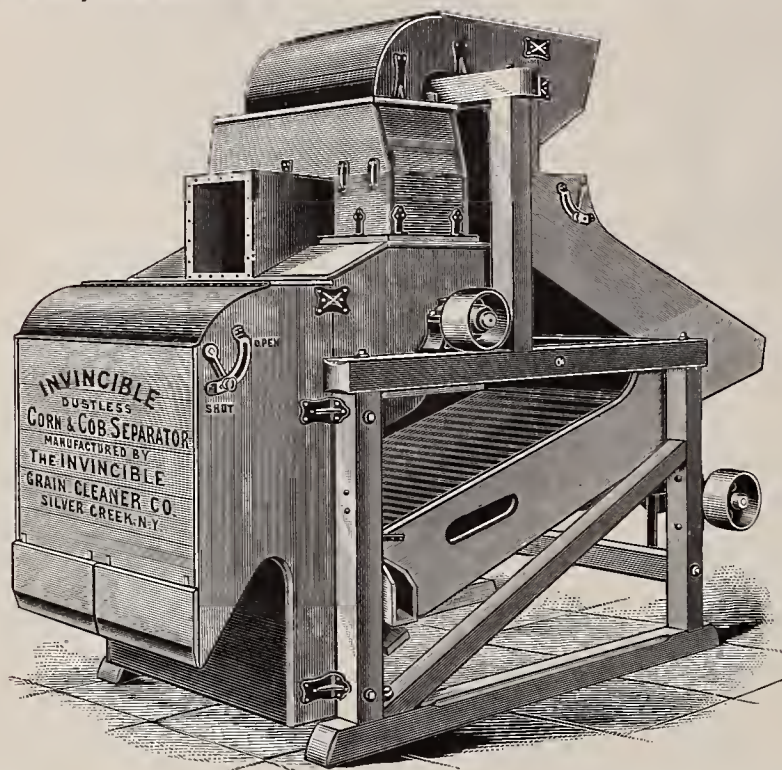
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CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.
It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



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Always Correct

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THE SAFETY MAN-LIFT

has roller bearings, which makes it easily operated. The improved brakes and safety catch prevent accidents. The adjustable counterweights and springs make it all that could be desired. Buy ours; it pays.



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The ONLY WAY to feed a sheller.

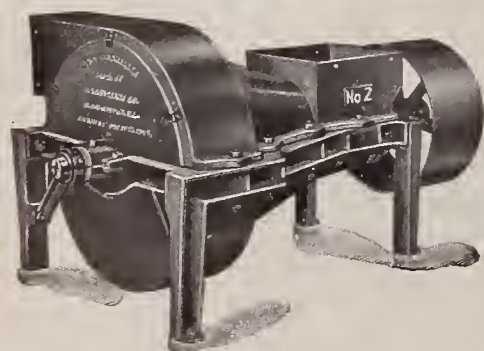


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No pit or lower hopper. Cheapest installed. Quickest repaired. Our new Screw Adjustment can be used while sheller is full of corn and running. Shells clean, saves cobs. TRY IT.

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Scales of every description, including the best type of Automatic scales.

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Established 1856

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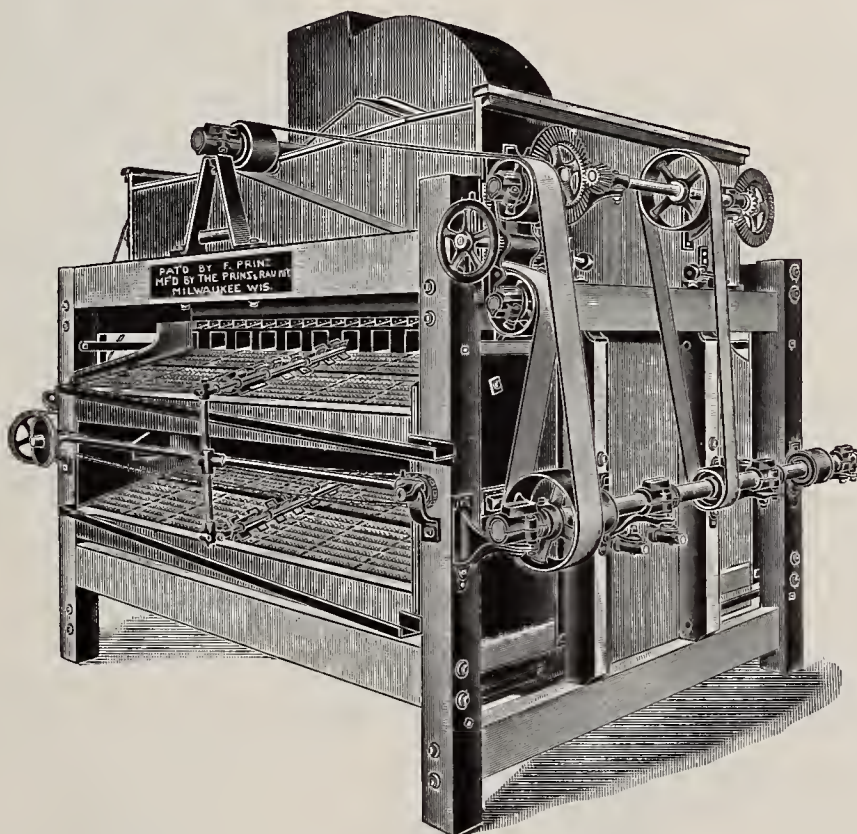
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FOR PERFECTLY CLEANING GRAIN

PRINZ AUTOMATIC SEPARATORS

HAVE NO EQUALS



They have many exclusive features that appeal to practical grain men.

Their **Perfect Automatic Traveling Sieve Cleaners** insure absolutely clean sieves at all times.

The **Sheet Steel Screens**, with seed screen at the head of each sieve, stand the hardest kind of service and still retain their shape.

Perfect Ventilation is insured by a large fan, and a **Perfect Automatic Feeder** spreads the grain the entire width of sieve.

The most compact separators built, occupying the minimum floor space per bushel capacity.

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We manufacture a very complete line of Gears 1-inch pitch and larger; they are noted for their strength, durability, true rims, accurate pitch and smooth running. Hence they are highly efficient and economical. If you use gears you should have our catalogue No. 27.

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Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN or BARLEY** at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price

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Great capacity for work! Small demand for power! That is the established, repeated, emphasized record made by the **"Corn Belt" Feed Mill**. Does not heat the ground feed. The cutter head has a system of knife rings which cuts up the corn and cob—shears it into bits as fine as some mills leave it at the finish—then it goes into the grinder where it is still further reduced and made much finer than in any other grinder. No other feed mill can equal the **"Corn Belt"** for grinding new, soft and spongy corn.

THE "CORN BELT" FEED MILL

ON 20 DAYS' FREE TRIAL

Let us send you this money-making Feed Mill for a 20 days' free test. Just the machine for custom work. The only mill that grinds the cobs evenly with the corn, producing the true "Corn and Cob" meal, nature's balanced ration. The only mill with a cutter head that reduces the feed as fine as possible before the grinding begins. Combines the cutting and shearing process with a grinding mechanism that gives the exact degree of fineness. The **"Corn Belt"** Mill has the largest capacity, lightest draft and greatest strength of any feed mill made. It does not heat the ground feed. Requires less power than others because it cuts before it grinds. For easy grinding and rapid work, it has no equal. We build several styles and sizes of **"Corn Belt"** Mills, both Sweep and Power (Gasoline or Steam). The **"Corn Belt"** does all kinds of grinding—turns out an enormous amount of work with less power than any other. Will stand the hardest kind of usage. Built to last for years. All parts subject to strain made extra heavy. All parts interchangeable. Send for free Book, "Grinding Feed Into Dollars," and learn all about all points of superiority possessed by the **"Corn Belt"** over other feed mills. Then let us ship the machine to you on 20 days' free trial. Convince yourself by actual daily test, for 20 days, that every claim we make is true, and that this is the machine you ought to own.

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WE SOLICIT YOUR ORDERS.

305 South Third St., Minneapolis, Minn.

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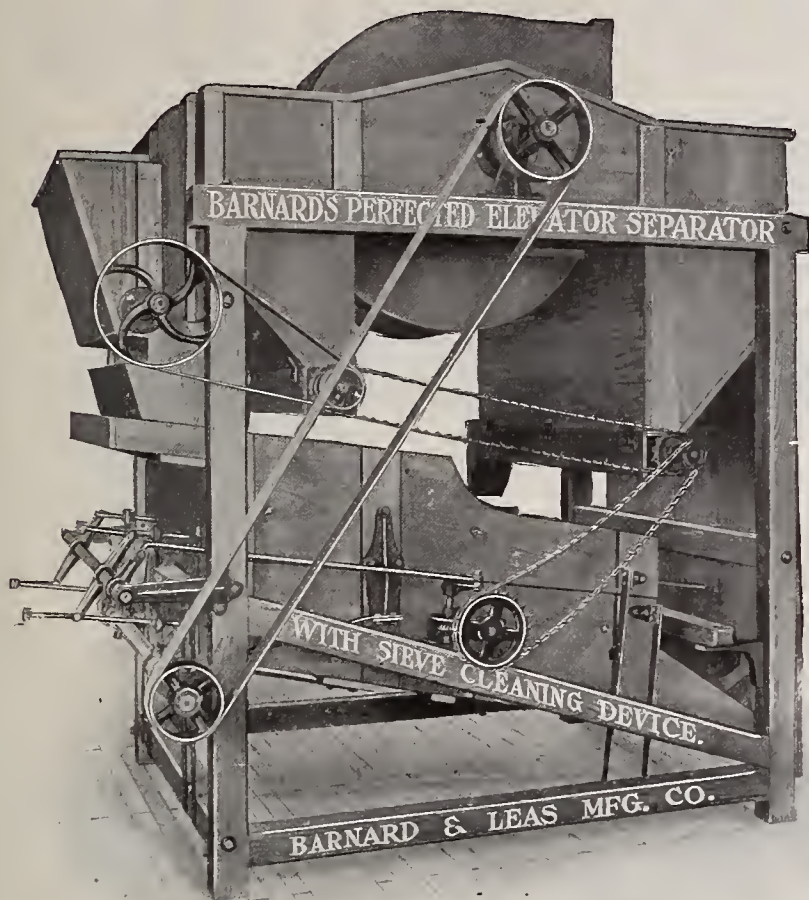


**CORN AND ALFALFA GROUND TOGETHER
BEST FEED IN THE WORLD**

Will keep in hottest climate. Samples sent on application

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Barnard Perfected Elevator Separator



BARNARD'S PERFECTED WAREHOUSE AND ELEVATOR SEPARATOR
With Sieve Cleaning Device

Makes the most efficient sieve and air separations of any machine on the market. They are under the full control of the operator at all times.

The sieve cleaning device works under the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insuring positive and uniform work.

We also make the Cornwall Corn Cleaner, the Victor Corn Sheller, Willford's Light Running Three-Roller Feed Mill, Barnard's Two and Three Pair High Feed Mills and a complete line of Flour Mill and Elevator machines and supplies.

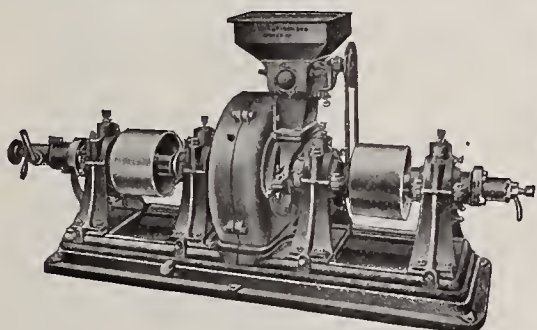
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Builders of Elevator Machinery and Supplies

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When You Buy a Monarch ATTRITION MILL



You have the satisfaction of knowing that you have the best feed grinder that skill and money can produce. Not only that, but you have a mill that will meet every requirement of your business. With a **Monarch** you can secure a large part of the feed grinding trade of your territory and thus build up a profitable side line. We build the **Monarch** in a number of sizes and have just the mill for your power.

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Mention amount and kind of power you
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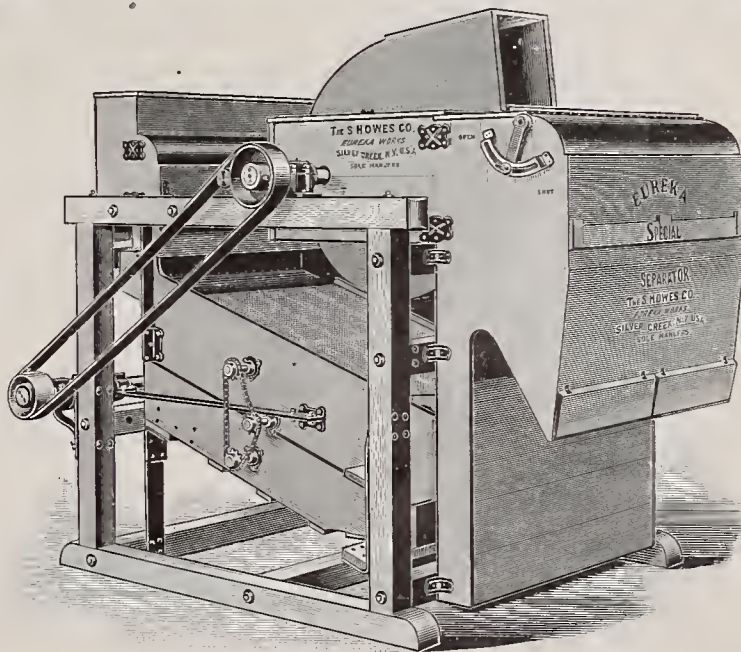
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THE "EUREKA" Combined Grain Cleaner



This machine cleans all kinds of grain without changing the screens, by simply turning a lever.

Most desirable separator for country receiving elevators.

Write for full particulars and prices.

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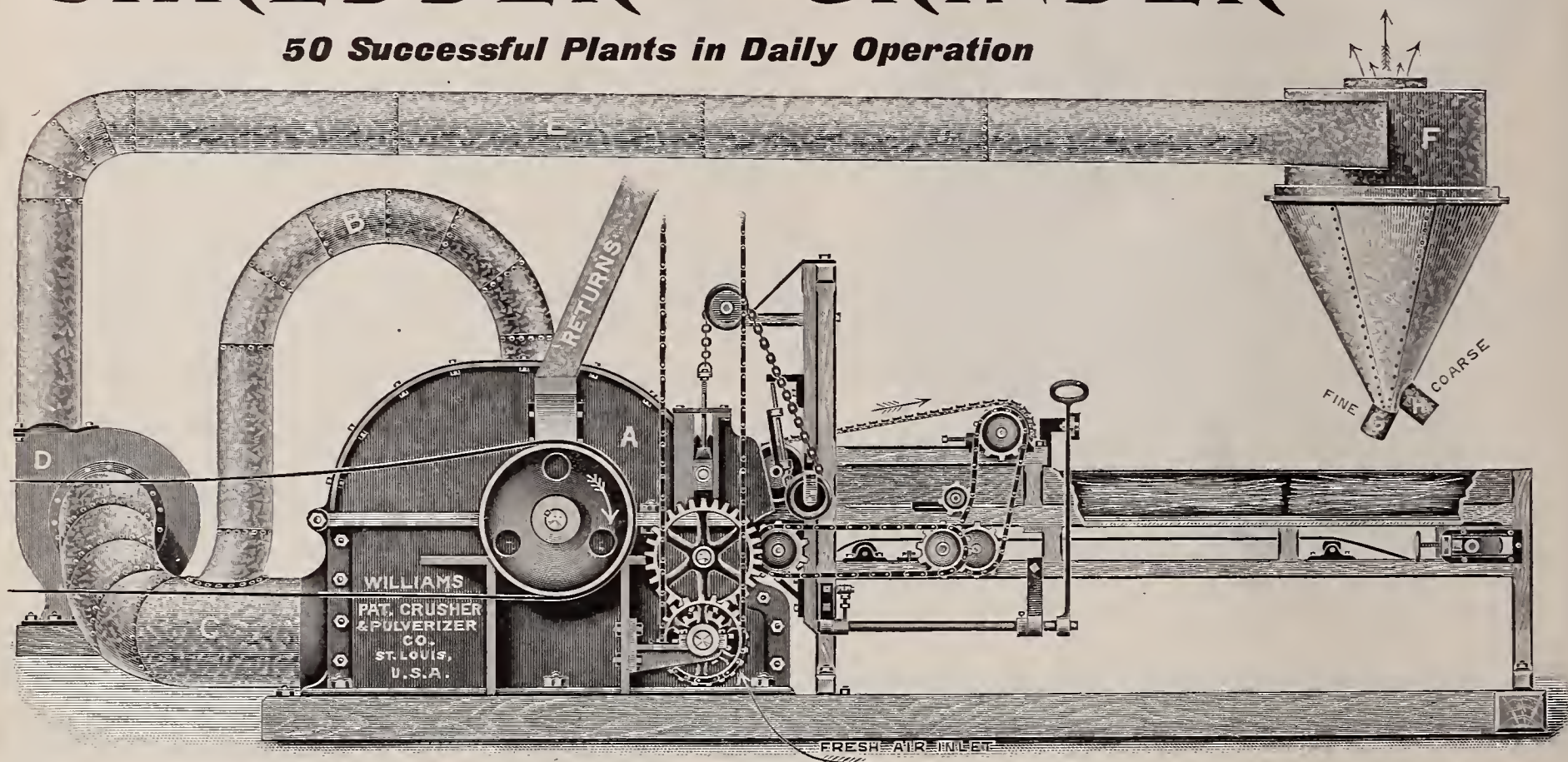
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Made in 6 Sizes

50 Successful Plants in Daily Operation



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.
 They will reduce ALFALFA HAY from the BALE or from the STACKS.
 They will reduce ALFALFA HAY and EAR CORN together.
 They will reduce ALFALFA HAY and SHELLED CORN together.
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 They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.
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 They will reduce EAR CORN ALONE or SHELLED CORN ALONE.
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 They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

They will reduce ANY FORAGE material or CEREAL, together or separately.
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 They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.
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 They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

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THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
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A \$1,000 FORFEIT

Who Decides Which is the Standard Seed Cleaner?

Who Decides Who are the Successful Seed Firms and Dealers?

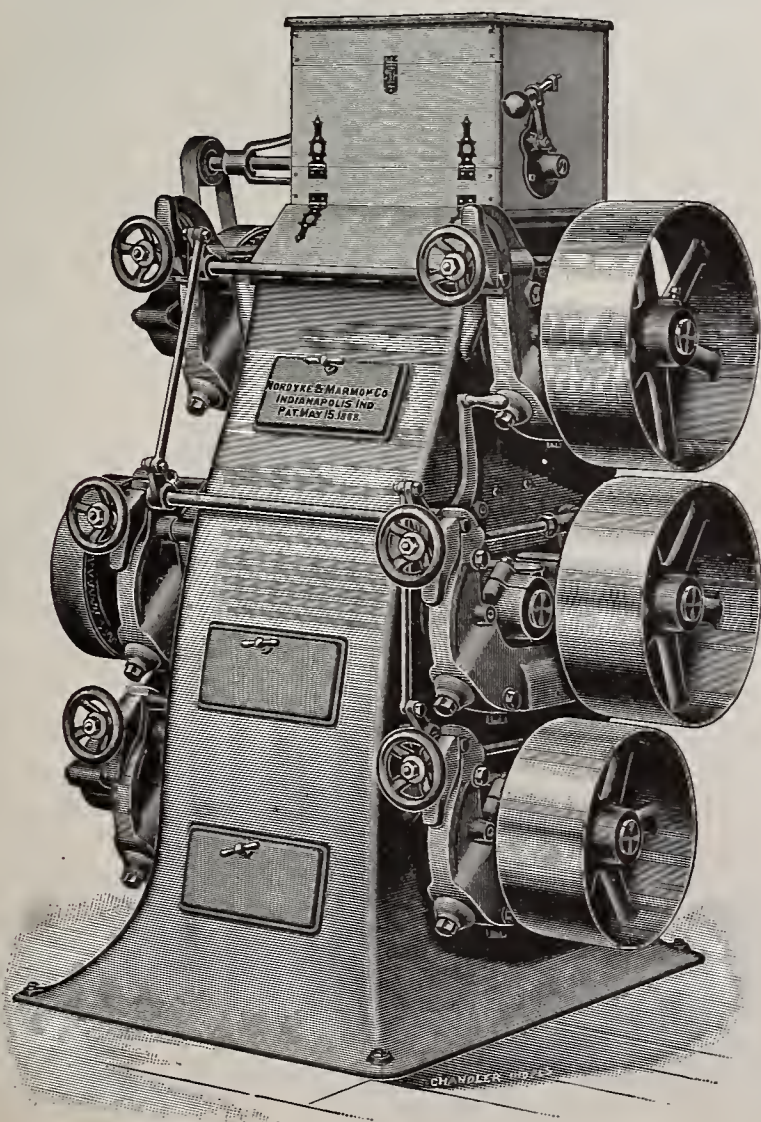
WE do not proclaim YOU a failure if you do not use our Seed Cleaners. But we do claim and guarantee our machines to equal the screen work and air separations of any other machine and in some cases to excel ALL other makes, and that they are the most economical seed cleaners to use and will save you money, both in superior work and cost of maintenance.

If there are ten firms out of the first one hundred in the United States and Canada not using our machines, we will forfeit \$500, and we will forfeit \$500 more if 90% of all the field and garden seed firms and seed dealers are not using The "CLIPPER" Seed Cleaners as against all other makes.

We made and sold more Seed Cleaners in 1908 than any one firm has made or sold in the past ten years—to the smallest as well as the largest seed firms of America and many foreign countries.

A. T. FERRELL & CO., Saginaw, Mich.

Manufacturers of
The "CLIPPER" GRAIN, SEED and BEAN CLEANERS



The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

America's Leading Flour Mill Builders

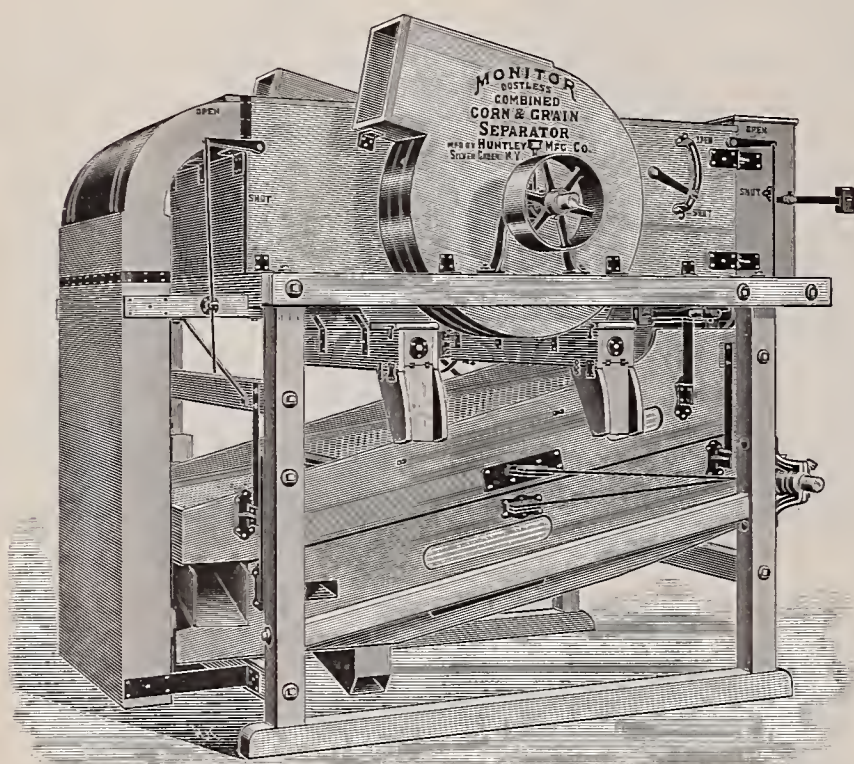
Established 1851

INDIANAPOLIS, IND.

Monitor Grain Cleaners

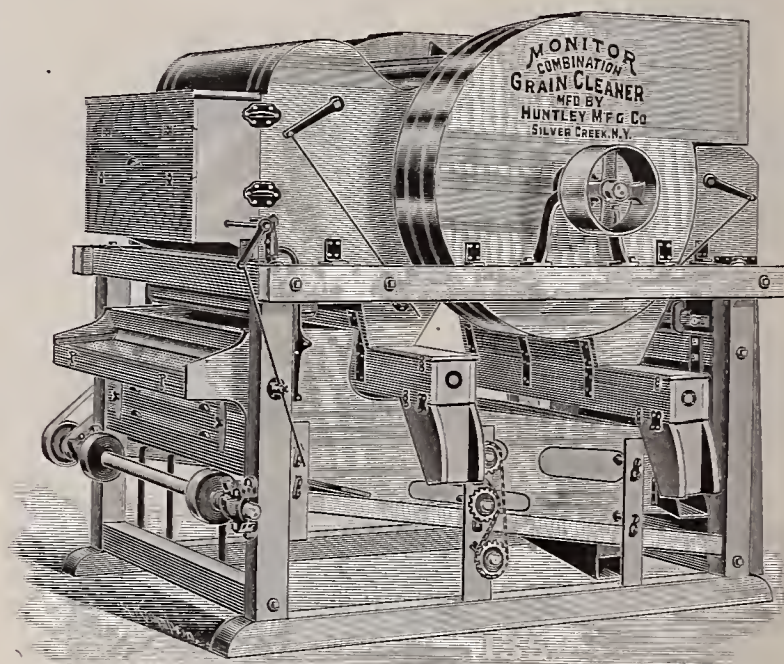
are Patent Protected Products of the world's largest grain and seed cleaning machinery manufacturers. Monitor supremacy is recognized the world over among the experienced users of grain and seed cleaning machinery.

We Build a Cleaner For Every Class of Cleaning



THE MONITOR
Combined Corn and Grain Cleaner

is adapted for corn, oats and wheat cleaning. It is designed for elevator service and possesses all of our well-known "Monitor" features. This machine carries two individual screen outfits—allowing of two kinds of grain being cleaned without change of screens. This is the original combined cleaner—and the best.



THE MONITOR
Combination Cleaner

is distinctly in advance of anything used in the Northwest for all-around elevator cleaning—cleans flax to two per cent or better, is a reliable seed cleaner, and for wheat, barley and oats cleaning can be relied on to give perfect results. For close work in handling all classes of cleaning this machine has no equal.

The Monitor Line

of grain and seed cleaning and grading machinery, designed for elevator service, constitutes the most extensive assortment of entirely successful machinery of this character manufactured in the United States.

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KANSAS CITY, MO.—H. C. DRAVER, 10 Board of Trade.
PORTLAND, ORE.—C. J. GROAT, 717 East Burnside Street.

MINNEAPOLIS, MINN.—A. F. SHULER, 316 Fourth Avenue, South.
JACKSON, MICH.—A. H. SMITH, 206 Lansing Avenue.
AKRON, O.—A. S. GARMAN.
OWEGO, N. Y.—J. H. FOOTE.



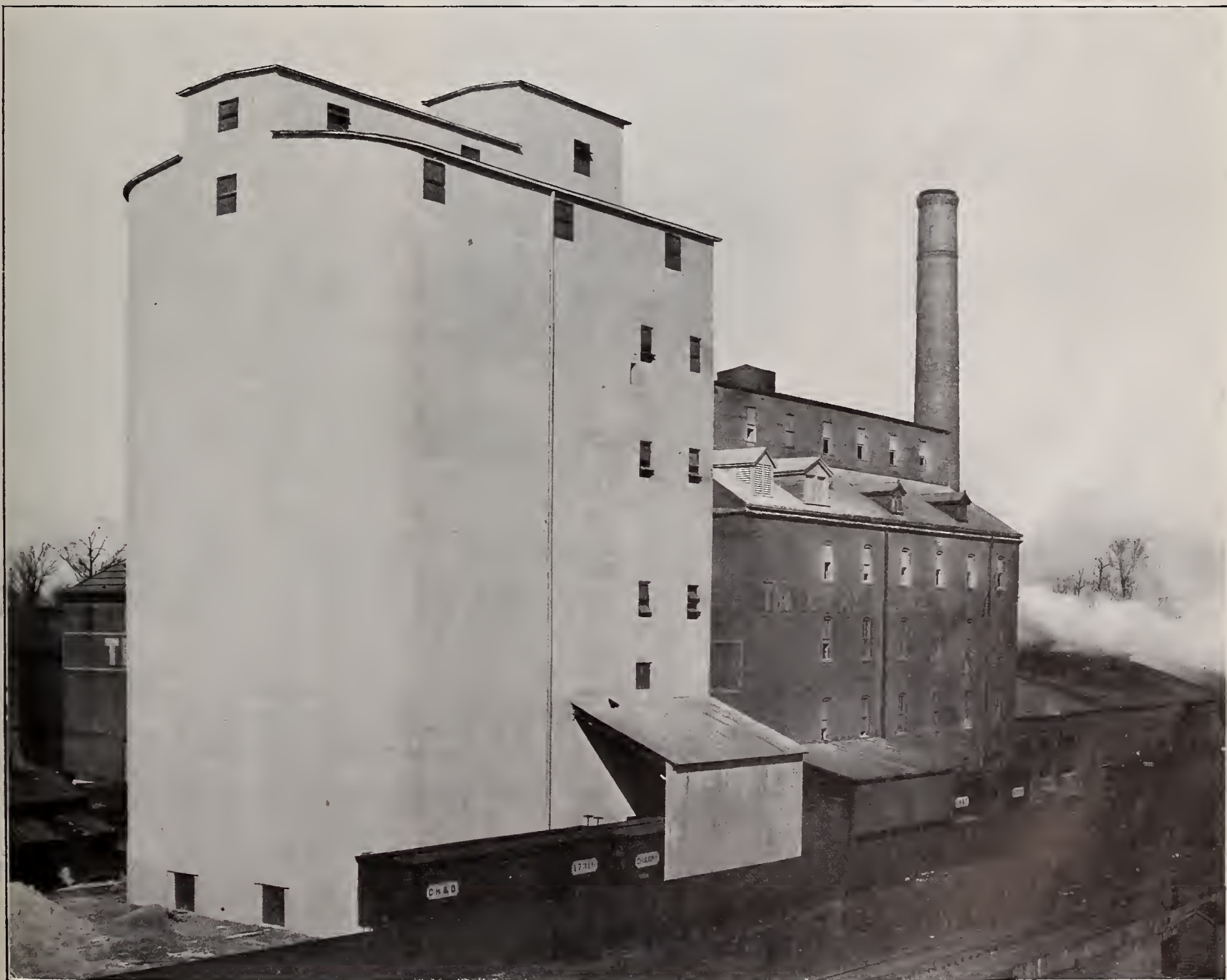
A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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REINFORCED CONCRETE GRAIN ELEVATOR FOR THE AMERICAN HOMINY COMPANY AT INDIANAPOLIS, IND.
Macdonald Engineering Company, Chicago, Ill., Engineers and Contractors.

[For the "American Elevator and Grain Trade."]
THE DEEPENING OF THE MISSISSIPPI RIVER.

BY L. C. BREED.

Proposition: The Valley States should co-operate with the general Government.

The people of the Middle West favor the deepening of the Mississippi River and claim this should be done at the expense of the general Government, which, of course, means that the cost should be borne by the entire Nation. They also wish to see this work begun in earnest at as early a date as practicable.

The writer proposes to suggest a plan by which the Middle West will be likely to succeed in securing the support of Congress to this scheme much sooner than they are likely to do on the lines on which they are working. This consideration of the matter will advisedly leave out of the reckoning the present deficit in the United States Treasury.

It is proper to inquire at the start if it is reasonable to expect the East to be enthusiastic for, or the Pacific Coast to feel much interest in, this project?

Again, it is wise to take note of the fact that the people of the state of New York are now actually expending over one hundred million of dollars for the purpose of deepening and widening the Erie Canal. Is it reasonable to suppose they are anxious to have their congressmen vote for a measure which, if it becomes a law, will result in depreciating this great investment?

It is well to consider that the city of Chicago has expended over fifty million of dollars in the construction of a drainage canal, and that the comparatively small city of Los Angeles has entered upon the expenditure of twenty-two and one-half million of dollars on an aqueduct to enlarge their water supply for domestic and manufacturing purposes. These facts are given by way of preface to the argument which is to follow.

In view of the fact that the people of the Mississippi Valley will relatively derive greater benefit from the proposed waterway than the rest of the country, both in the matter of cheap transportation of products on a large scale and in the rate regulation of railroads, and also, presumably, from the money expended in the enterprise, it is wise to take the same into consideration.

Admitting this statement to be true, would it not be well for the people of this valley, through their legislatures, to offer, that if the general Government, through congressional action, will expend a given sum in a certain number of years, they will furnish a like amount to be placed in the hands of the general Government for this purpose?

As there are eleven great states to be directly benefited—states of sufficient population and wealth to carry the project through without the aid of the rest of the country—it is passing strange that, year after year, the advocates of this project should be willing to content themselves with merely importuning Congress on the matter and incidentally enlarging the sum asked for each year.

The moral effect on the rest of the country if the suggestion of the writer is carried out would undoubtedly be very great; and it is very doubtful if the matter can be carried through Congress, except on this basis or plan, during, say, ten years to come.

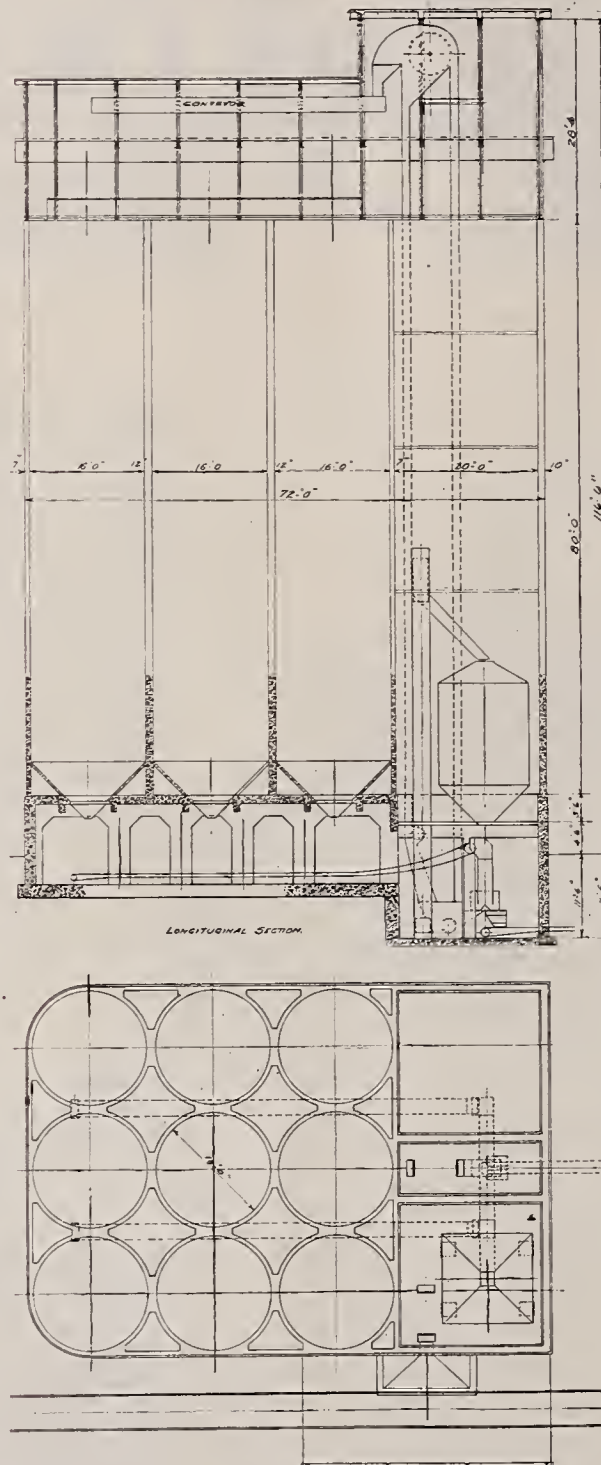
Let the people of the wealthy and populous Mississippi Valley turn their eyes to San Francisco and take a lesson from that plucky city. "The Lord helps those who help themselves" is evidently the motto of its citizens.

In carrying out the plans for the improvement of the Mississippi River, it is conceivable that the several states immediately interested might secure considerable reimbursement from the sale

of reclaimed land, and it is a well-known fact that such land is extremely fertile. Being near a navigable stream, such as the river is destined to become, it should be exceedingly valuable and aid in bringing about further development of this section.

AMERICAN HOMINY CO.'S STORAGE ELEVATOR.

The American Hominy Co. of Indianapolis recently added to its plant "A" a reinforced concrete storage annex, which we are pleased to illustrate on the preceding page. The plan, shown in part herewith by line drawings, is that of a combination milling and elevator storage plant, with the circular and interspace storage bins oc-



LONGITUDINAL SECTION AND GROUND PLAN,
 CONCRETE ELEVATOR OF AMERICAN HOMINY CO., INDIANAPOLIS.

cupying the larger part of the building, and the mill room, or working end, occupying a space 20x51 feet 2 inches across the end of the building. There are nine circular bins 16 feet in diameter, and fourteen interspace bins, ranging in capacity from 500 to 12,500 bushels each, all 80 feet deep, giving a total capacity of 140,000 bushels.

The house is planned for a receiving track on each side, though only one is installed at present, which is covered by a steel train shed. The track hopper under the receiving track discharges directly in a short receiving-elevator leg and scale hopper of 1,600 bushels' capacity, which is located on the first floor of the mill compartment. From the scale it is elevated to the distributing spouts and conveyors over the bins by a steel loft leg

of 10,000 bushels' capacity. The sectional elevation cut indicates the grain handling arrangement only. The cleaning, drying and milling machinery is now being installed by the owners.

The entire structure is made of reinforced concrete from the foundation to the top of the bins. The cupola and roof enclosures are made of a steel structural frame covered with Portland cement plaster walls having reinforced concrete slabs for roofs and floors. All windows are of metal sash with wire glass glazing. The elevator legs, spouting and machinery equipment are all steel and were furnished by the Stephens-Adamson Co. of Aurora, Ill.

The business handled through this building is largely for the use of the owners in manufacturing their hominy products, and for this purpose it is connected directly to the adjacent mill buildings. The motive power is electric current obtained from a generator in the main power house of the company's plant. The transmission machinery was supplied by the Skillin & Richards Manufacturing Co. of Chicago.

The contractors, the Macdonald Engineering Co., of Chicago, signed the contract in the early part of September and completed the building under the supervision of B. G. Mering, mechanical superintendent of the American Hominy Co., and were cleaned up and away inside of ninety days. It will be noticed on the exterior view that the walls are clean and smooth, there being an entire absence of form marks and discolorations which so often mar the finish of concrete walls.

NEW LAKE BILL OF LADING.

The Dominion Marine Association and the Lake Carriers' Association of the United States have agreed upon a new bill of lading, which provides that a vessel shall not be held responsible for a shortage exceeding one-half a bushel per 1,000 bushels carried and shall make no claim for overrun.

It is claimed by the vessel men that owing to laxness in weighing out by the head of the lakes elevators there are frequently heavy apparent shortages, for which the vessel is not actually responsible. The heaviest shortages are reported by the Buffalo Weighing Department in vessels loaded at the Canadian ports, where the weighing is checked by the government, shortages from Fort William and Port Arthur being three times as great as those in cargoes loaded at Duluth and Superior. Fort William and Port Arthur had leakages of 15,515 bushels on 11,786,874 bushels shipped, and the two United States ports shortages of only 14,689 bushels, on shipments of 35,745,070 bushels.

The Canadian authorities and newspapers intimate rather broadly that these figures are "manipulated" to show against the Canadian ports, but John Prindiville & Sons, vessel agents at Chicago, write Canadian correspondents: "You will have great difficulty in convincing ourselves, or, as a matter of fact, any other vessel interest on the lakes, that they get the same kind of deal from Fort William and Port Arthur that they do at any other port on the lakes. As vessel agents, we have to listen to a recital of the treatment which boats get every time we enter an owner's office with a view to securing tonnage to Fort William." W. W. Mills, whose agency in Canada handles several of the large American carrying companies, also writes: "We certainly do not want any more business from Fort William, unless the rates are high enough to offset the large shortages we are liable to have, or we are unable to get business elsewhere."

The feeling at the Canadian ports is that the losses occur at the eastern end of the route—that is to say, at the receiving ports.

The Canadian shippers have pretty generally protested against the new bill of lading, and an unsuccessful effort was made to postpone its use for another season, at least.

[For the "American Elevator and Grain Trade."]
LIABILITY OF CARRIER FOR LOSS OF GRAIN.

BY J. L. ROSENBERGER.

The Supreme Court of North Dakota holds (Duncan vs. Great Northern Ry. Co., 118 Northwestern Reporter, 826) that an inland common carrier is an insurer against loss of property consigned to it for carriage between its receipt at shipping point and arrival at destination when unaccompanied by the consignor, except from loss occasioned (1) by an inherent defect, vice or weakness, or spontaneous action of the property itself; (2) the act of a public enemy of the United States or of this state; (3) the act of the law, or (4) any irresistible superhuman cause; and (5) it may also be assumed that certain acts of the consignor may exempt the carrier from liability. On proof of delivery of the property to the carrier in sound condition, and of its redelivery at the end of the route in damaged condition, or a failure to redeliver it, a sufficient case is made to sustain a recovery for the damages or loss by the shipper. The burden of proof is upon the carrier to exempt itself from liability in case of loss or damage by showing that it was occasioned by one or more of the exceptions above mentioned.

The evidence in this case showed that a quantity of flax was loaded by the plaintiff and his servants into a car furnished by the defendant for such purposes: that inside doors were furnished by the defendant carrier and used and fastened with appliances provided for that purpose by the defendant, in the usual manner; and that the loss complained of occurred while such flax was en route to Duluth, some or all of it by reason of a small inside door used for retaining the flax in the car, hung on hinges at the top, coming open. The defendant failed to show that the door opened by failure on the part of the plaintiff to properly fasten it. It was closed by the defendant's conductor at the station where the leak was discovered, but the inspector at Duluth reported a leak in the same place on the arrival of the car at its destination. It is held that the evidence failed to bring the defendant within the exceptions to the law holding it liable.

Again, it is said that the shipper inserted in the car inside doors for retaining the flax, such doors being furnished by the carrier and supplied with a fastening device. The evidence showed that these doors were properly fastened, with the device so furnished, by the shipper and assistants, all of whom were familiar with the use of such doors and devices. The car, after being so loaded, with these doors inserted, was receipted for, and the outside doors closed and sealed by the defendant's agent, who had full opportunity to observe while closing the outside doors whether the inside doors were properly fastened. It is held that, if they were not properly fastened, in view of these facts the carrier was not relieved from liability for loss occasioned thereby.

The plaintiff showed by himself and other competent witnesses that the inside doors referred to were properly closed and fastened with the device furnished by the defendant for that purpose. The only evidence claimed to create a conflict arose from the fact that, a few miles after the car started on its journey, one of the inside doors referred to came open and a quantity of flax with which the car was loaded ran out through the opening so made. It is held that such door opening might as readily be attributed to other causes as to the failure of the shipper to properly fasten it; and had the question been submitted to a jury, a verdict for the defendant, based upon the fact that such door came open in transit, could only have been arrived at by inference and would have been mere guesswork on the part of the jury under the facts of this case, and that the opening of this door did not create a sufficient conflict in the evidence to con-

stitute error on the part of the trial court in directing a verdict for the plaintiff.

NEW WISCONSIN COMMISSIONER.

James Kernan of Duluth has been appointed by Governor Davidson of Wisconsin as the North Dakota member of the Wisconsin Grain and Warehouse Commission to succeed W. C. Macfadden.

The appointment was made on the recommendation of Governor Burke of North Dakota. The appointment is for one year.

Mr. Kernan formerly resided in Fargo, N. D., and while in Duluth has been connected with the commission in the capacity of inspector.

SAMUEL T. SCATTERWOOD.

As this paper informed its readers last month (see page 447), Samuel T. Scattergood, president of the Philadelphia Commercial Exchange, comes from a family accustomed to do things. The habit affects the young president, who, although the youngest president the Exchange has ever



SAMUEL T. SCATTERGOOD.

had, not only outran the older heads at the election, but has kept on running since, having already started more than one movement likely to result to the advantage of the Exchange.

MORE OATS SEIZED.

The United States Marshal in February seized 200 sacks of barley-burdened oats at Augusta, Ga., consigned by a Nashville grain house to C. D. Carr & Co., who made the complaint to the Federal authorities. It was alleged as a basis for the warrant, or "libel of information," that the complainants had "purchased from a wholesale grain firm in Nashville two carloads of oats. Upon arrival at Augusta the local firm discovered that the oats were adulterated with a very inferior grade of barley and with elevator sweepings. The shipment purported to be No. 2 white oats, which weigh 32 pounds to the bushel. Barley weighs 48 pounds to the bushel. No. 2 white oats are worth 64 cents per bushel, while barley is only worth about 48 cents per bushel."

Another seizure was made about the same time at Athens of 200 bushels of similar oats, consigned to the Epps-Wilkins Co.

Since these seizures, advices from Atlanta state, the State Agricultural Department has begun a "systematic investigation of all such grain brought into the state." It is said by the Department that when barley is mixed with oats it must be made known. If the barley is greater in

quantity than oats it must be sold as "barley and oats;" if oats predominate, the mixture must be sold as "oats and barley."

The Georgia authorities say that, "Barley is well-nigh worthless as a food product, not because it does not contain good qualities, but because of the fact that stock won't eat it."

"The situation illustrates the need of farmers raising their own oats, as well as other food supplies," declared T. G. Hudson, Commissioner of Agriculture. "There is no reason why any large amount of oats should be shipped into the state. They can be produced here equally as well and cheaply as in the West. When the farmer makes them at home he is beyond the danger of imposition. It is gratifying to note that oat production is on the growth in this state. I believe more will be gathered this year than ever before. Reports received by me are to the effect that the crop is in splendid condition, too. In some places it is feared that the recent freeze did injury, but for the state as a whole I don't think the damage was material."

CORN A DOMESTIC PROPOSITION.

The farmers are the dictators, not the foreigners. The United States raises four-fifths of the corn crop of the world, but only one-fifth of the wheat crop. Our corn exports average only 3 per cent of the total crop. Argentine raises but little, but exports half of the crop and occasionally more than the United States. That is why the trade has a sensitive ear to reports of crop damage from there.

Our corn crop is mostly fed in the states where raised. Five states have raised half of the crop this season. Stocks of old were exhausted and consumption of new started early. Winter has been mild and farm reserve showing may have material effect. Recent crops and exports of the world, Argentine and the United States, compare as follows, in million bushels:

Corn Crop In Millions.			Exports In Millions.		
World's Crop.	U. S.	Argen- tine.	World.	U. S.	Argen- tine.
1908.. 3,526	2,668	129	147	35	69
1907.. 3,232	2,592	67	208	110	48
1906.. 3,795	2,927	198	213	102	92
1905.. 3,350	2,707	135	212	111	76
1904.. 3,040	2,467	165	187	46	89

—King & Co.

Baltimore on January 22 handled for export a lot of corn from South Dakota, being the first shipment from that state to go out through Baltimore. The corn, which was of the yellow variety, differed in appearance from that grown in the East and the middle West, the kernels being small and sound, but of a full color, while eastern corn is generally flat. The grain is said to have resembled the product of the Argentine Republic more than that grown in this country. The exporters bought 20,000 bushels of this corn.

Portus B. Weare, once a prominent and wealthy grain dealer of Chicago, died practically penniless in Los Angeles, Cal., on February 23. He was born in Otsego, Mich., January 1, 1842, and came to Chicago at the age of 19, starting in business under Henry W. Rogers. In 1865 he founded the P. B. Weare Commission Co. As the agricultural interests of the country increased Mr. Weare entered extensively into the grain business, being manager of the Chicago Railway Terminal Elevator Co., which owned an elevator capacity of over 10,000,000 bushels and controlled many other country elevators. He was also head of the North American Transportation and Trading Co., which did much for the development of Alaska in the early '90's. He lost heavily in the Northern Pacific panic and the climax of his troubles came in 1903, when he was suspended from the Chicago Board of Trade on account of trouble with C. G. McNeill. Of late years he has lived, practically penniless, in California. Death was due to apoplexy. He left no estate.

NEW ELEVATOR AT HEBRON, IND.

Another modern and up-to-date country elevator has been added to the elevator and grain-handling facilities of Indiana by the erection of the plant of M. J. Brown of Hebron, Ind., illustrated by the accompanying cuts.

The elevator has a capacity of 30,000 bushels and is of frame-iron-clad construction, 30x31 ft. in size and 64 ft. high, with concrete foundations and footings and concrete basement. There is a corn crib on the end of the elevator, with a capacity of 10,000 bushels, which is of frame construction with concrete footings and walls and is divided into two bins.

There are eight bins in the main building, three bins extending through the first floor to the top of the cribbing and five overhead bins extending from the commencement of cribbing to cupola floor. All bins are braced with $\frac{3}{4}$ -in. round iron braces with 7-16-in. holes punched in each end. There is a driveway through the main building, which contains one Controllable Dump and one Fairbanks Platform 14x8 Dump Scale.

There are two elevator legs with 16x7-in. cups.



IRON-CLAD ELEVATOR OF M. J. BROWN, HEBRON, IND.

In the cupola there is one No. 6 Monitor Cleaner and one 1,000-bushel capacity Richardson Automatic Scale. There is also a B. S. Constant Chain Drag from the dump scales to a No. 4 U. S. Corn Sheller. The manlift from work floor to cupola is also of the B. S. Constant manufacture. All the conveyor and elevator machinery is of Weller Manufacturing Company's manufacture and of the best grades.

The office building is attached to elevator with a door opening into the driveway, which has a concrete foundation. The walls are of 2x4 studs on the outside, with sheeting and galvanized iron; while on the inside it is sealed with $\frac{5}{8}$ -in. Y. P. Ceiling and finished around the doors and windows.

The power house is of brick, 12x16 ft. in size, and located 20 feet from elevator. The frame of the roof will be of wood, covered with galvanized corrugated iron.

The elevator building and other buildings are covered with No. 28 galvanized corrugated iron and the roofs are of No. 26 smooth iron.

The elevator is operated by a 25-horsepower Fairbanks Gasoline Engine.

The plant, complete, was designed and erected by Fred Friedline, architect and engineer, 255 La Salle Street, Chicago, Ill.

The extended period of high prices in corn during 1908 and so far this year, giving deserved prosperity to the farming communities, has nurtured a bullish tendency among producers that

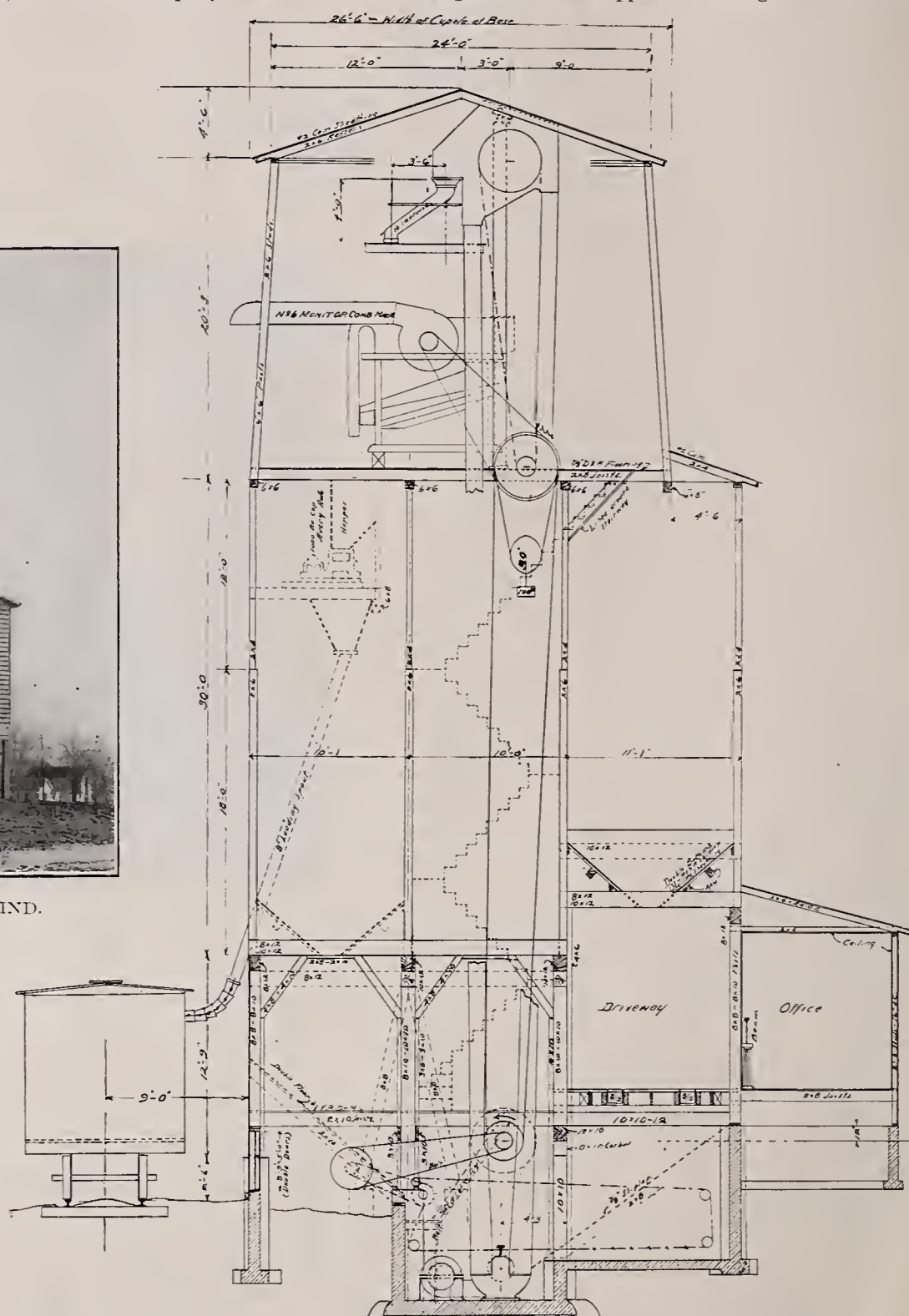
has ignored wholly the less satisfactory industrial conditions prevailing in the middle West and in the East. These are now more emphatically demonstrated in the latest developments in the steel and iron trade.—Pope & Eckhardt Co.

CHRISTIE GOES UNDER.

The Christie Grain Co. of Kansas City has finally gone the way of the rest, having been put into the hands of W. M. Whitelaw as receiver on March 5. The manager, Bruce Dietrich, says the concern lost \$150,000 in corn and provisions in the previous two weeks, and that there is no hope of its resuming business. Its liabilities are \$125,000. The company had 110 cor-

be permitted to get its market reports. Failing in this it became a prime mover in the organization of another grain exchange, which existed mainly to furnish quotations, and which it had the audacity to call the National Board of Trade, thus stealing the name of an honorable organization. During the Spanish war it refused to pay the bucket-shop tax and fought the Government for years. At one time the shop in Kansas City did as much paper business as the Board of Trade itself, and it has always seemed to have friends among grain dealers, strange to say.

Consul Roger S. Greene of Dalny reports that fifty-six tons of wheat from the vicinity of Changehun were shipped to Shanghai on Decem-



SECTIONAL ELEVATION, ELEVATOR OF M. J. BROWN, HEBRON, IND.

respondents in Missouri, Iowa, Illinois and Kansas.

Two hours after the tickers and telegraph instruments were silenced and the fifty employees discharged and paid off, a petition alleging insolvency was presented on behalf of C. C. Christie, owner of 246 shares of the company's stock. The petition set forth that the assets were less than the indebtedness of the company, and because of the danger of the creditors attaching the assets and dissipating them in costs and expenses, a receiver was asked.

The Christie company originally had offices in Kansas City, Mo., but was forced to move to Kansas as a result of the Missouri law prohibiting bucket-shops. For years it had fought the Kansas City Board of Trade in an endeavor to

ber 14, on which he comments: "While this is not a large amount, it is, as far as I can learn, the first actual shipment of wheat from Dalny of any commercial significance, and it is believed that it will be followed shortly by large quantities. The South Manchuria Railway is trying to give every facility to the shippers by issuing through bills of lading from Changehun to Shanghai and undertaking to arrange for the transshipment of the grain from cars to steamers here, as well as by giving as prompt dispatch as possible at this busy season. The through rate on grain quoted by the company is 11.7 yen (\$5.83 United States currency) per ton of 2,000 pounds, but it has been reported in one of the local newspapers that a special rate of 9 yen (\$4.48) has been allowed."

[For the "American Elevator and Grain Trade."]
RAILROAD CLAIMS—THEIR CAUSE AND CURE.

BY L. C. BREED.

In the matter of claims, it is likely that, being on the inside, railroad men know more about them than is the case with shippers. For this reason some facts given by S. D. Webster, freight claim agent of the St. Louis Terminal Association, (in which association nearly all the railroads making St. Louis their terminus are members), may not be without interest.

Mr. Webster states that when anything goes wrong in business coming into or going from St. Louis, the trouble and the troublesome get connection with the office. He thinks it safe, perhaps, to admit that one man in, say, 10,000,000 may be endowed with sufficient *sang-froid* to calmly classify all the old troubles, while having an eye out for a new one. In time he thus becomes a scientific classifier of claims.

From an expert's standpoint, therefore, Mr. Webster is disposed to believe there are as many kinds of troubles as there are causes of death, which, according to a French scientist, reach the number of 17,500.

After a good deal of investigation and consideration, he concludes to make a start by laying down the broad statement that everybody who makes trouble is certain to get into it. His next observation is that everybody, both in and out of the railroad business, is sure to make trouble until he learns how to avoid doing so. He further states his conviction that the, say, 17,500 causes of trouble result in an annual loss of around \$20,000,000. After watching out carefully during his long experience, he is able to put his finger on the main causes, viz.: Inattention and lack of consideration. Another heading in his bureau is, Unveracity [I, Negative; II, Positive].

Take an instance, for illustration. An inattentive person is called upon to explain how a car, for which he is responsible, has gone wrong. He becomes inconsiderate after having been inattentive. He feels that self-preservation is the first law of nature. He, therefore, reports having a record showing the car passing beyond him, "sealed and in good order," which sometimes is pure assumption. The time comes, however, when the said car has its record reported and he is found to have reported as "sealed" the contents of a flat car "loaded with sills 40 feet long."

Reduced to its lowest terms, it would appear that the simple quality of Reliability is all that is needed; and yet it is seldom a person can be found who does not occasionally lose it, at least for a moment, and there is the loop-hole through which trouble enters.

Suppose that in order to make a statement of fact of any kind, the person who does so must concentrate attention, consider the fact and make an exact record. How many persons in a given round number would make a correct showing? Mr. Webster allows it might be one in ten.

After trouble once starts, it proceeds automatically after a fashion of its own; and it usually develops that those who are interested in the matter attempt to "make something out of it"—the shipper on the one side and the railroad on the other, to compensate themselves for the extra bother.

At this stage the claim agent is requested to "elucidate" the bundle of papers; and later on it is suggested it might answer to "arbitrate" the claim with the connections or with the shipper. A case in point would be, say, a car loaded with bulk screenings leaks, because an inconsiderate, inattentive person failed to patch the doors properly. The car passed over several roads and for this reason arbitration is suggested. The papers were filed, say, in 1903 and numbered 202. In order to get the claim ready

for arbitration, nineteen more were affixed and in December, 1908, eight more papers were added, and the end is not yet reached.

Again, if a car intended for Canton, Mo., goes to Canton, Me., the shipper, as soon as the trouble begins, cannot believe he was Inattentive or Unreliable. The same difficulty develops from point to point. A mistaken idea of loyalty renders it hard to locate the fault.

The most extensive of St. Louis troubles is found to be shortages—generally of packages; and the automatic answer from every point usually is, that it was impossible anyone could have been Unreliable—no, not for a single minute.

The moral of this dissertation is, that if a person finds himself getting nervous or flustered, sleepy or inattentive, he should stop; and then go on with his wits in control.

J. H. PANK.

The new representative of the Invincible Grain Cleaner Company of Silver Creek, N. Y., J. H. Pank, whose portrait appears herewith, was born



J. H. PANK.

in Louisville, Ky., on December 21, 1878. He received a general education in the schools of Chicago, to which city he came in 1884, and then learned the malting business.

Going to Harvard, Ill., he operated a malt house there for about eight years, and until the plant was burned, about two years ago, under the firm name of J. H. Pank & Co. After the destruction of his property he went to Minneapolis, where he was superintendent for the North Star Malting Co. for a year. Then he came to Chicago to accept the position he now holds, succeeding W. J. Scott, with offices at 512 Traders' Building, where he will be glad to meet any friends or patrons of the company, as well as others interested in grain-cleaning machinery.

Mr. Pank married Alice Beck at Harvard in 1905, and their family now consists of two children, a son and a daughter.

Detroit shipped but one grain cargo east by water in 1908—47,139 bushels. If these figures indicate a falling off in the activity of the four grain elevators in Detroit, investigation shows, says a local paper, that the loss is made up in other directions. George M. Black, secretary and treasurer of the Detroit Railroad Elevator Co., says that one explanation is that local mills in the state are using more of the home product. Jas. G. Miller, secretary of the Union Depot Elevator Co., says the same, and adds that the sugar beet industry and more extensive cultivation of rye have made inroads on acreage near Detroit formerly devoted to wheat.

MINNESOTA INSPECTION AS SEEN FROM NORTH DAKOTA.

The report of the special grain committee of the North Dakota legislature appointed to investigate inspection in Minnesota reported at length in February to the legislature. The report, as a whole, finds no fault with the inspection, but recommends that North Dakota be allowed representatives on the Minnesota Board of Appeals (which cannot be done owing to Minnesota constitutional objections), and concludes as follows:

With reference to the matter of dockage and the sale of screenings, of which the complaint has been made that the screenings are sold at terminals for a considerable sum, none of which goes to the producers of the grain, the members of the Minnesota Railroad and Warehouse Commission stated to your committee that this same difficulty arises in Minnesota, and the Commission there has been so far unable to point out a remedy. The remedy, it seems to your committee, lies with the producers of this state, in the proper cleaning of their grain, either locally or at some intermediate cleaning house, before it reaches the terminal market. This is a commercial proposition, for which commercial wisdom and response to public demand will no doubt devise a remedy.

Your committee concludes: That the officials of the state of Minnesota, including the governor and members of the joint committee on warehouses and grain grading, and of the Railroad and Warehouse Commission, have entire confidence that the present system of grading and inspection is, while not infallible, as good as human wisdom and agency can devise, and are confident that the inspectors, who are under civil service and selected for their knowledge of the subject of grain grading, are capable and honest.

That it is the disposition of the officials with whom your committee conferred to accord to the producers of the state of North Dakota a representation, if not as great as the proportionate share of grain shipped by this state would justify, at least as great as could be expected, considering the fact that two states are involved, one asking the other to surrender a share of its rights and prerogatives in the name of commercial and economical fairness.

That the representation asked for upon the Board of Appeals is a remedy for existing conditions as between the two states, and is the surest safeguard under existing laws against unfairness, inequality, discrimination, or methods of any sort which, if practiced, would result in loss to the farmers of this state. This is the Board that fixes the grades, makes the rules and regulations upon which the system of grain grading and marketing is based, and is practically the court of last resort as between the producers and the consumers of grain. Representation upon such board would, your committee believes, do much to inform the people of the state as to the matters of which they are necessarily in ignorance, to correct abuses, if any exist, and to bring about better conditions of trade and exchange between two great states, whose interests are much the same and whose differences have arisen through the fact that the great seaports of one lie within the boundaries of the other, and that the self-interests of wealth that have come from trafficking in these conditions may have led to the injury of the producing classes of both states.

If the final authority in the control of these great grain markets shall be placed in the hands of fair and capable men representing the producers of both states, and the experience of the great producing state shall be reflected upon the board as well as that of the state whose wealth lies not only in producing but in marketing the crop, your committee believes that some of the present differences will be solved.

N. D. REPRESENTED.

The Minnesota Railway and Warehouse Commission has recommended to the legislature of that state the passage of an act to give the state of North Dakota representation on the Minnesota Board of Grain Appeals in the inspection of North Dakota grain. This, however, is to be with the understanding that the North Dakota experts are to serve without pay, as far as Minnesota is concerned, and that they are not to have any vote in the determination of questions voted upon.

The North Dakota Legislature, for its part, has, or will, spend \$6,000 annually to pay the expenses of these experts.

BALTIMORE SCALEAGE DECISION.

The Interstate Commerce Commission on February 22 published the report in the case of Baltimore Chamber of Commerce vs. the Pennsylvania R. R. Co. et al., involving the matter of "scaleage deductions" taken by the elevators on grain delivered out. The report, in a word, is to the effect that, so long as the deductions in the weight of grain elevated by railroads are based on reasonable estimates of the weight of foreign matter eliminated in the process of elevation, the "practice is not one that affects rates or has any real relation to the rates."

The report was written by Commissioner Harlan, and is as follows:

SYLLABUS.

The defendants issue certificates for the actual weight of grain shipments going into their elevators at Baltimore, and on that weight assess their transportation and elevator charges; but each certificate shows on its face the "scaleage deduction" that will be made, on the basis of published tariff estimates, when the grain is delivered out of the elevator to the certificate holder. Upon complaint that these deductions are arbitrary and constitute an illegal appropriation of the property and moneys of the complainant's members and others who ship grain to Baltimore, Held:

1. That the defendants by this practice are not exacting from grain shippers either a rate in the form of grain or an addition to a rate, and therefore the question presented is not one of rates.

2. Neither is the practice one affecting rates, as the tariff rules are simply notice that while the shipment weighed so much when taken into the elevator, the grain will weigh so much less when it goes out, because of the weight of dirt, dust, chaff and moisture, which, in the process of elevation, will disappear, and cannot therefore be delivered to the holder of the elevator certificate when the grain is ordered out. So long as the deductions are based on reasonable estimates of the weight of foreign matter that is unavoidably eliminated and lost in the process of elevation the practice is not one that affects rates or has any real relation to rates.

3. The practice of one defendant herein of supplying at its New York elevators enough grain to make up the weight of dirt, chaff and moisture lost in the process of elevation is a practice affecting rates, in that it is an advantage or benefit that the shipper gets under the published rate; but the charge that the making of deductions at Baltimore and not at New York is unduly prejudicial to Baltimore is not now considered, the record not having been made with a view to the disposition of the complaint upon that ground.

REPORT OF THE COMMISSION.

Harlan, Commissioner: In this proceeding the Chamber of Commerce of the city of Baltimore, on behalf of itself, its members, and all persons who ship grain to the port of Baltimore from interstate points of origin, brings to our attention certain provisions in the tariffs of the defendant rail carriers that became effective on November 16, 1908, under which certain "scaleage deductions" are made upon grain passing through their elevators at that port. It is agreed that these elevators are part of the terminal facilities of the rail defendants, and that all charges or exactions imposed upon grain received, elevated, stored or otherwise handled therein, and all practices in relation thereto, are within the control either of the Pennsylvania Railroad Company and its subsidiary lines or of the Baltimore & Ohio Railroad Company. We shall therefore deal with the complaint as if those two companies only were before us as defendants.

It is asserted by the complainant that the term "scaleage" was unknown in the grain trade until it appeared in the published tariffs to which reference has been made. It seems, however, that the practice of making what is equivalent to scaleage deductions has gone on at Baltimore for thirty-five years and without complaint to this Commission until it was published by the defendants in their tariffs. There is, in fact, an intimation in the brief of counsel for the complainant that it is not the deductions that disturb the Baltimore grain merchants so much as it is the fact that under the published tariffs—open and notorious notice is given to all the world that the merchants of Baltimore require more grain for their money than do other competing markets. By means of the tariff the city is advertised as being compelled to require more grain than is either to be accounted or paid for.

The record also shows that until within a few years the practice had been followed at Chicago, St. Louis, East St. Louis, Peoria, Toledo, Cincinnati and elsewhere under the name of "dockage" or "take-off" and similar designations, but has now been abandoned, the elevator companies at those points preferring to absorb the loss which the failure to make deductions entails upon them.

Experience has demonstrated that in the handling of grain into and out of an elevator by the various mechanical devices there is a certain diminution or loss in weight due the fact that in the process of elevating grain out of cars or vessels into an elevator, and in the process of turning it over or otherwise treating it while in the elevator, and in the process also of loading it out of the elevator for further carriage by rail or by water, the dust, dirt and chaff gathered up with it in the harvest

and so carried along from the point of origin to the elevators, are separated from the grain itself and are lodged on the elevator floors and walls of the bins and in the spouts and elsewhere, and thus are not discharged with the grain when loaded out of the elevator. The result is an appreciable loss in the weight of the grain as it goes out. Experience has also shown that there is a certain amount of moisture in the grain when harvested and brought to the elevators that is gradually eliminated by evaporation as the grain is dried out by natural conditions or by artificial means. The drying out is also furthered by turning the grain over to prevent heating and in treating it in various ways while in storage. When the grain comes to the elevator by water it absorbs additional moisture, and consequently there is a greater loss in weight when it is discharged out of the elevator. The loss varies with the kind and quality of the grain and the conditions under which it was harvested and transported and is larger in the case of corn than in wheat.

All this has long been understood, both by the shippers of grain and by elevator and railroad officials. It could not well escape their observation, for, as a rule, when grain is loaded into an elevator from cars or vessels and later loaded out, the weight as ascertained in the process of taking it into the elevator is greater than the weight ascertained while it is subsequently being loaded out of the elevator. When the grain is ordered out the elevator companies must therefore deliver a less weight of grain than they have received, or must go into the market and purchase enough grain to make up the deficiency. While it is doubtless true that small particles and small kernels of grain are unavoidably lost in passing grain through an elevator, theoretically the deductions made by the defendants on account of scaleage or loss in weight are for the dust, dirt, chaff and moisture that are eliminated from the grain in the process. There is no real abstraction of any part of the grain itself. If elevators could be operated with absolute perfection, it is conceivable that every kernel of grain taken into an elevator bin in a particular shipment could be delivered to the owner when ordered out, and on the bottom and walls of the bin and in other parts of the elevator would be found a certain weight of dust, dirt and chaff, leaving unaccounted for only the weight of the moisture that has been evaporated into space as the grain was gradually dried out. The loss in weight is therefore one that is incident to the nature of the property and inseparable from the present methods of handling it.

There is some evidence tending to show that at Chicago the chaff and dust and dirt and small particles of grain that do not go out of the elevator in the process of unloading become a source of profit, and are sold by the elevators to sheep feeders and others for as much in some cases as \$17 per ton. It is also said that at St. Louis the floor sweepings of elevators bring as much as 50 cents per 100 pounds. But the elevators of the defendants at Baltimore enjoy no such revenue. It does not appear that with the elevator methods there in use any by-product of value remains. On the contrary, the record shows that the dust and dirt and chaff and floor sweepings are thrown into the harbor in such quantity as to have brought protests from the harbor master against the filling up of the harbor in that manner. Obviously the grain is better when freed from dirt and dust and other foreign matter, but it is intimated that the practice obtains in some places of throwing back into the grain as it leaves the elevator enough dirt and dust to make up the difference between the ingoing and outgoing weights.

As has been stated, the loss in weight is usually larger with corn than with wheat, because corn has the quality of absorbing more moisture than does wheat. It is also more liable to become heated in the elevator and must therefore be turned over more frequently. Corn is also frequently dried out by artificial heat in order to put it in a condition for more advantageous sale. At the end, therefore, of any definite period of time the shortage in corn on hand in an elevator as compared to the amount represented by outstanding certificates is usually considerable. It is said that on July 1, 1908, there was a shortage of as much as 10,000 bushels of corn in the elevators of the defendant, the Baltimore & Ohio Railroad Company, at Baltimore. It occasionally happens, on the other hand, that there is an overplus of wheat in the elevators of the defendants at that point—that is to say, having delivered out of their elevators the weight of wheat called for by the outstanding elevator certificates, less the deductions authorized by the tariff schedules and noted on the certificates, the defendants find some wheat still remaining in their elevators. This is due to the fact that some grain is better in quality than other grain, or is harvested and transported under conditions that keep it more free from dust and dirt and chaff and moisture than is usually the case. Doubtless special weather conditions prevailing during the harvest and during the period of transportation affect the weight and tend to minimize the quantity of dirt and dust that is gathered up and accumulated with the wheat. Absolute precision in the adjustment of a schedule of deductions so as to meet all these varying conditions is beyond reasonable possibility.

We shall not enter into the details of the tariffs under which the scaleage deductions are made at Baltimore. Suffice it to say that they vary in amount according to the kind of grain, whether wheat, corn, barley, oats, etc., and also according to its quality; they are larger on water-borne grain than on grain carried to Baltimore by rail. The minimum deduction is 30 pounds per car of 66,000 pounds or less on all grain except corn. The maximum deduction is 150 pounds for each 1,000 bushels of corn. The rules provide also that the defendants

will issue elevator certificates for the actual weight of the grain as weighed into the elevator, and on that amount both the transportation and elevation charges are based; but each certificate so issued by the defendants shows on its face the weight of the deduction that will be made, on the basis provided in the published schedule, when the certificate is surrendered and the grain is delivered out of the elevator to the certificate holder. The complainant charges that the deductions thus provided in the tariffs of the defendants are arbitrary and unjustifiable and constitute an illegal appropriation of the property and moneys of the complainant's members and others who ship grain to Baltimore.

If the record disclosed that the defendants, under specific tariff authority, abstracted a fixed amount of grain from interstate shipments to Baltimore, we should be compelled, both under section 1 and section 6 of the act, to hold that the complaint presented a rate question. The abstraction, under the terms of a published tariff, of a specific amount of grain would in a legal sense be an exaction from shippers of an additional rate, or of something very closely analogous to a rate. The grain so taken from grain shipments would be a benefit and an advantage to the carrier to the extent of its market value, and to the same extent would be a disadvantage to the shipper. We do not understand, however, that the record shows any such state of affairs. The defendants do not absorb any grain from their shippers. The record does show, as stated, that occasionally they find an overplus of grain in their elevators, the result of special conditions that cannot be accurately met by any general tariff provision estimating the weight deductions to be made on account of dust, chaff, dirt and moisture in grain shipments; but the usual and ordinary result of the operation of their elevators is a deficit in grain even after the weight deductions provided in their published tariffs have been made. This deficit the defendants have to make good by buying grain in the open market. It follows, therefore, that they are not exacting from grain shippers either a rate or an addition to a rate, in the form of grain. We therefore hold that the question before us is not a question of rates, and this seems to be conceded by counsel for the complainant when he says "that the scaleage deductions are not rates, charges or exactions within the meaning of the acts of Congress to regulate commerce."

But counsel contends that the tariff rules of the defendants providing for the deductions are a regulation or practice affecting rates, and as such are unjust and unreasonable and unduly discriminatory, and unduly prejudicial to the grain trade of the city and port of Baltimore, and are unduly preferential to the grain trade of competing localities. We see no ground upon which this contention can logically be supported. The deductions made by the defendants are not deductions of grain. The tariff rules and the notation on the elevator certificates are simply notice to the holder that while the shipment weighed so much when taken into the elevator, the grain will weigh so much less when it goes out, because of the weight of dirt, dust, chaff and moisture, which, in the process of elevation, will disappear and cannot therefore be delivered to the holder of the elevator certificate when the grain is ordered out. So long as the practice in good faith is based on a reasonable estimate of the weight of foreign matter that is unavoidably eliminated and lost in the process of elevation, we have not been able to see how it can be said to be one that affects rates or has any real relation to rates.

It is true that the transportation and elevation charges are collected on the full weight of the grain as it goes into the elevator, but that is defensible, technically at least, because the dust, dirt, chaff and moisture are carried along and elevated with the grain, and for this service the carrier is entitled to make a charge. But the carrier cannot deliver out of the elevator that which, from the nature of the commodity and as an unavoidable incident in the handling of it, has disappeared and gone beyond its power to deliver; and in demanding on behalf of its members the delivery in grain of the full ingoing weight of the shipment the complainant is really demanding grain in exchange for the same weight of chaff, dust, dirt and moisture. Undoubtedly the carrier must deliver out of the elevator the same quality and quantity of grain that went in. But experience has shown that a distinction may be drawn between the weight of the shipment and the weight of grain in the shipment, and in their schedule of deductions the defendant rail carriers have made that distinction. Whether it is a broad and liberal policy to do this in order to guard against a loss, say, of 50 cents on a carload of 66,000 pounds of wheat that may yield freight earnings of from \$150 to \$200, is a question that is not before us or within our province to determine.

Enough has been said to indicate our view that, so far as the complaint attacks the practice of making scaleage deductions based on reasonable, estimated weight, it does not present a question of rates or of rules and practices affecting rates. It is a question of bailment only. It is not a taking of grain, but merely the unavoidable elimination of foreign matter in the grain. Whether those who ship grain to Baltimore are entitled to have grain returned to them in place of the chaff, etc., that has been lost, is not a matter of transportation under the act, but a question, if a disputable point at all, of property rights that must be disposed of in the courts, under the general law. Moreover, as the practice is not a matter of rates, we see no reason, as at present advised, why the amount of the weight deductions made by the defendant carriers should be published in their tariffs. So long as they are based, as we find them to be, on reasonable estimates of

the weight of foreign matter that is lost in the process of elevation, no question of transportation is involved.

The charge that the practice of making deductions at Baltimore and not making them at New York and elsewhere is unduly preferential of the latter ports and unduly prejudicial to Baltimore is a different matter and one that is not free from difficulty. Dealing with that phase of the case briefly and somewhat categorically, it may be said that if the rail defendants, or either of them, purchase grain in the market to make up, for shippers to the port of New York, the deficiency in the outgoing elevator grain weights caused by the elimination of chaff, dirt, dust and moisture in the process of elevation, it is beyond question a practice that does affect the rate. Whatever it may be called, whether a service or a privilege, the result to the shipper is of appreciable value. He gets from the defendants more for the rate that he pays than he otherwise would get. The carrier bears the loss that the shipper would otherwise have to bear. And so, although the matter is a small one and in a court of law might well be disposed of under the maxim *de minimis non curat lex*, an accurate solution of the problem before us requires us to hold that while a practice that involves the return to the certificate holder of the actual quantity of grain that went into the elevator—that is to say, the grain with the dirt taken out of it—is not a practice that affects rates, a practice, on the other hand, that requires the carrier to give to the certificate holder enough grain to take the place of the dirt, dust, etc., taken out of the shipment in the process of elevation, is a practice affecting rates. It is an advantage or benefit that the shipper gets at the hands of the carrier under the published rate. And if the same advantage or benefit is denied to shippers of grain to another port which for many years has been a competing point in the grain traffic, enjoying a fixed relation of rates with other Atlantic ports, the relation is at once affected.

The undue discrimination which is alleged by the complainant is therefore properly before us, and small though it may seem it may be of no small importance to the city of Baltimore, for it is our observation that a commodity that moves in as large volume as grain is more or less sensitive to small fluctuations and differences in rates. The Baltimore & Ohio owns no elevators at New York City and none at Philadelphia, and therefore cannot be guilty of discriminating in favor of those ports as against Baltimore as charged in the complaint. The Pennsylvania, however, does own and operate elevators at New York City, and it meets the charge of discrimination with the suggestion that all such differences in the local practices at the two ports are included and accounted for in the differential in the grain rates to Baltimore. As the practices of that defendant with respect to scaleage deductions have differed at the two ports for many years, we are inclined to think that the suggestion has much force. That defendant also urges that the practice at its elevators in New York City, of supplying an equal weight of grain for the dirt, chaff, etc., that is lost, is compelled by the competition of elevators handling water-borne grain. This may be true, but we consider neither of these points at this time, for the record was not made with the view to a disposition of the complaint by the Commission on either ground. Our suggestion is that the defendants withdraw the provisions complained of from their tariffs, and the complainant may raise the questions now left undisposed of, upon further suggestions to be filed herein later, if it shall appear that the interests of those whom it represents in this controversy shall so require.

DIVERSION CHARGE.

The Western fight on the \$2 diversion charge made by the railroads on shipments from the West has been reinforced by Eastern grain exchanges who find that the charge, abolished in January, will be restored to the tariffs in effect on May 1 next. It is said the Western roads which abolished the charge at Philadelphia have been forced to return to it by the attitude of certain stronger Eastern trunk lines, whose representatives met at New York on February 15. It is said the reason of the restoration of the charge was due to the fact that when the Pere Marquette, Nickel Plate, Michigan Central, Lake Shore and other roads abolished the charge carload traffic was simultaneously diverted from the Pennsylvania and other lines that maintained it. This to such an extent that they were severely antagonized. The roads maintaining the charge then sought relief through the Trunk Line Association. Meetings were held and measures were adopted sufficiently coercive, so that the offending lines had no alternative but to cancel their offending actions.

The Agricultural Commission of Alabama is urging farmers of that state to plant more corn, of which the state never produces enough to supply its own needs.

KORNFALFA FEED MILLING CO.

The Kornfalfa Feed Milling Co. of Kansas City, Mo., is the creation of J. W. Anderson, who for the past seventeen years has been engaged in the distribution of commercial feeds on a very large scale. His opportunities for studying feed values, and the results obtained from various feeding methods, have been of national scope. He directed the feeding of three lots of cattle in the most extensive competitive feeding test ever conducted in this country under the supervision of state agricultural officials, to establish the comparative feeding value of different methods of feeding. He won first and second place in the test. The grand champion carload of cattle at the First International Live Stock Show held in Chicago was fed under his direction. This lot of cattle was owned and exhibited by D. W. Black, Lyndon, Ohio. The following year he duplicated this performance on a carload of cattle

"Kornfalfa Feed" and "Pioneer Alfalfa Meal," packed in 100-pound bags, with weight and chemical analysis printed on the sack and, of course, guaranteed under the United States laws governing feedstuffs.

The company's direct sales representatives are E. de Vigne, headquarters at Jackson, Miss., for Mississippi, Alabama and Tennessee; Ashby Woodson, Atlanta, Ga., for Florida, Georgia and South Carolina, and C. E. Adams, Shreveport, La., for Louisiana, Texas and Arkansas, and Ferguson-Bedell Co., Boston, for the New England States. Other agencies will be established.

FOR FUTURE DELIVERY.

That the sale of grain for future delivery is a new-fangled way of gambling is the supposition of many good people; but even in the backwoods of Kentucky, 129 years ago, the pioneers, it seems, entered into such unholy contracts. At



MILL AND STORAGE TANKS OF THE KORNFALFA MILLING CO., KANSAS CITY, MO.

owned and exhibited by ex-Senator Chapman, of Jerseyville, Ill. Throughout the dairy districts of the East he found his greatest field for work along educational lines. As an exponent of honest feeds and practical feeding methods he invites the discussion of feeding problems with educational and commercial men interested in this line, believing that a better understanding of the principles underlying this great question will be of benefit to all—feeders, distributors, manufacturers and those interested in educational work as well.

The kornfalfa, a compound of alfalfa, corn, oats and 1 per cent of salt, embodies Mr. Anderson's conclusions as to the most economical feed for stock, hogs, poultry, etc., while Kansas City as the home of the mill was selected, of course, on account of its accessibility to markets for the raw materials and also because of its shipping facilities.

The mill shown in the accompanying engraving is equipped with the Williams Patent Crusher and Pulverizer Co.'s Alfalfa Hay Grinder and the same company's Corn Flour Grinder, the remainder of the machinery being corn and oats rolls, feed mixers and all the other accessories of a feed mill with a capacity of 400 tons daily.

The company's products are marketed as

any rate, Capt. Thos. H. Clay, according to the Herald at Lexington, Ky., has found a contract to that effect reading as follows:

"I oblige myself to deliver to Thomas Hart or Order Thirty Barrels of Good Sound Corn to be delivered on the other side dan River Between the Sorrow Towns & Col. Peter Perkin's for which he is to Give one hundred dollars a Barrel the Corn to be delivered by the first day of may as Witness my hand this 29th of March, 1780.

CHARLES OAKES INNES."

In Test:

Stepren Williamsou

It would be interesting to know, says the Herald, where the corn was to be delivered, where Dan River and the Sorrow Towns were, and who Col. Peter Perkins was. Thomas Hart was one of the most extensive traders and one of the richest men of his day and geueratiou, and traded all over the territory that is now Kentucky and Tennessee, and even beyond the Mississippi River.

New Orleans in February, 1908, exported 106,243 bushels of wheat and 887,571:24 bushels of corn.

An effort will be made to have the Government establish an experiment section for rice culture at Crowley, La.

LEGISLATURES

Illinois.—[From a Special Correspondent.]—Among the bills offered at the current session of the Illinois General Assembly, which affect the grain trade or grain exchanges, is House Bill 169, introduced by Representative W. T. Ap Madoc of Chicago, on February 24, entitled, "A bill for an act to amend Sections 97, 124 and 125 of 'an act to revise the law in relation to criminal jurisprudence,' approved March 27, 1874, in force July 1, 1874." Section 125 of the proposed law provides that whoever, either on his own account or for any firm or corporation of which he is a member, officer, employe or agent, having given, or caused the giving of, any such receipt or evidence of deposit or storage as is specified in the preceding section, or being in possession of or control of such property, shall sell, encumber, ship, transfer or in any manner remove from the place of storage, or allow the same to be done, any such grain, flour, pork, wool, salt or other goods, wares and merchandise, without the written consent of the holder of such receipt or other evidence of deposit, or storage, except in cases of necessity, for the purpose of saving such property from loss or damage by fire, flood or other accident, shall be imprisoned in the penitentiary not less than one nor more than ten years." The previous sections provide penalties for fraudulently uttering receipts or other written evidence of delivery or deposit or any grain, flour, pork, salt, etc. This bill was referred to the Committee on Judiciary.

Another measure relative to the grain trade or grain exchanges is House Bill 141, introduced on February 18, by Representative T. W. Lyon, of Springfield, entitled, "An act to amend paragraph 7 of section 14 of 'an act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to Article 13 of the constitution of the state,' approved April 25, 1871; in force July 1, 1871." The measure provides that it shall be the duty of the Board of Commissioners to fix the amount of compensation to be paid the chief inspector, deputy inspectors and all other persons employed in the inspection service, and prescribe the time and manner of their payment. Itemized vouchers are also provided for.

Indiana.—The following bill to amend Section 17 of an Act entitled "An act to regulate public warehouses and warehousing, and inspecting and mixing grain, making warehouse receipts assignable and negotiable, and providing a penalty for issuing false or fraudulent receipts by warehousemen, and for fraudulently removing property by them," has been adopted by the Indiana Legislature and is now law:

"Section 1. Be it enacted by the General Assembly of the State of Indiana, That Section 17 of an act entitled 'An act to regulate public warehouses and warehousing, and inspecting and mixing grain; making warehouse receipts assignable and negotiable, and providing a penalty for issuing false or fraudulent receipts by warehousemen, and for fraudulently removing property by them,' approved March 9, 1875, be amended so as to read as follows:

"Section 17. Inspectors appointed in pursuance of this act may classify and determine the grade to which any article of property submitted to his inspection belongs, but where there is a board of trade or other commercial organization in such county, such organization shall have the exclusive authority to fix the grade of property, defining what shall constitute grades numbers one, two, etc., the inspector determining only as to what grade the same belongs, and where there is no such organization in any county, then the grading and rates of compensation for inspection, adopted by such organization in the city nearest to the point where such grain or other property is inspected, shall govern such inspector in his inspection: Provided, That all grain in carloads, shipped over any railroad, upon arriving at any city or town where there is a regularly appointed and qualified inspector or inspectors, duly appointed and qualified under the provisions of this act, shall be inspected and

graded by a duly authorized inspector, unless notice that such grain is not to be inspected shall have been given to the railroad company transporting such car, or to the inspector, before the arrival of such grain. The grain so arriving shall be inspected in the yards of the railroad company over whose railroad it shall arrive, and it shall be the duty of the railroad company to post, in its yard office, the number and initials of such cars and the location of same, and to place the same, upon arrival, where they may be easily and conveniently inspected, and such inspector is hereby authorized to enter said car or cars at any time thereafter for the purpose of inspecting and grading such grain; and, Provided, further, That any grain destined to an elevator of class 'A' may be inspected on the tracks of such elevators instead of in the yards of the railroad company. The provisions of this act shall not apply to grain which is transported through such city or town by the railroads and which is not to be stopped at such city or town for unloading, handling, storing, sale or reconstituting, unless the bill of lading of such grain bears upon the face thereof the notation, 'Hold for inspection.'"

Iowa.—The anti-bucket-shop bill has been recommended for passage to the Senate. The bill requires board of trade agents to give a written report of the buying and selling to the customer, with names, dates and places to show that the transaction actually took place.

Kansas.—Senator Hunter of Sumner has a favorable report in the Senate on his bill overhauling the state grain inspection law. The bill not only fixes new increased rates for inspection and weighing of grain, but increases the salary of the state grain inspector to \$2,500 and readjusts the salaries of other employes of the department. The bill in effect follows:

Sec. 1. For inspecting and sampling each carload, 60 cents; for inspecting out of elevators, 40 cents per car; for weighing into warehouses, mills or elevators, 60 cents per car; for weighing out grain that has been previously weighed by the state, where certificates are required, 40 cents per car; for weighing out where no certificates are wanted, 20 cents per car; provided, when a public warehouseman is moving his own grain from one of his warehouses to another, a fee of 15 cents shall be charged for weighing in; for reinspecting where the former inspection and grade are sustained, 60 cents per car.

Provided, that whenever track scales are provided by the elevator or warehouseman suitable for weighing all grain in carload lots, all grain delivered to any such elevator or warehouse shall be weighed by the state grain inspection department before the seal of the car in which it is loaded is broken, and thereupon such grain shall be tested, inspected and graded, and after the grain has been removed from such car the car shall, by the department, be inspected and again weighed by the department.

The name and postoffice address of the consignor of such car, when the same are known to the department, shall within ten hours after inspecting such grain be mailed to the consignor, with a statement of the gross weight of such carload of grain, the total net weight of such grain, the test weight per bushel and the grade of such grain, and for each car so inspected and weighed on such track scales so provided by the elevator or warehouseman, the fee for weighing into warehouse, mills or elevators shall be 50 cents per car.

Sec. 2. In every city or at every railroad terminal in the state where more than one assistant inspector is employed, the chief inspector shall designate one of the assistant inspectors to be known as first assistant inspector, whose duty it shall be to make and compile reports of his respective jurisdiction, and who shall collect the reports of the other assistants and forward the same to the chief inspector. The chief inspector shall keep his office and place of business in the city of Kansas City, Kan., and shall receive an annual salary of \$2,500, payable monthly, and shall be allowed all actual and necessary traveling expenses paid in cash while attending to his official duties; one supervising inspector shall receive \$1,500 per annum; one supervising weighmaster, \$1,200; one chief clerk, \$1,200; one collector, \$900; one stenographer, \$900; one office clerk, \$720; fourteen assistant inspectors, \$85 per month each; seventeen weighmasters, \$75 per month each; ten helpers, \$60 per month each, and one scale expert, who shall also act as seal clerk, \$1,000 per annum; for contingent fund, \$2,500 annually.

Later the Senate in passing the bill reduced the chief inspector's salary to \$1,800.

The Merrill "anti-bucket-shop" bill has become law. It makes bucket-shopping, either as principal or agent, a felony. The act defines a bucket-shop as follows:

A bucket-shop, within the meaning of this act, is defined to be an office, store or other place wherein the proprietor or keeper thereof, or other person or agent, either in his or its own behalf, or as an agent or correspondent of any other person, corporation, association or copartnership, within or without the state, conducts the business of making or offering to make contracts, agreements, trades or transactions respecting the purchase and sale of any stocks, grains, provisions, cotton or other commodity or personal property wherein both parties thereto or said proprietor or keeper contemplates or intends that the contracts, agreements, trades or transactions shall be, or may be, closed, adjusted or settled, according to or upon the basis of the market quotations or price made on any board of trade or exchange where there is competitive buying and selling, and upon which the commodities or securities referred to in such contracts, agreements, trades or transactions are dealt in, and without bona fide transactions on such boards of trade or exchanges, or wherein both parties or such keeper or proprietor shall contemplate or intend that such contracts, agreements, trades or transactions shall or may be deemed closed or terminated, when the market quotations of prices on such boards of trade or exchange for the articles or securities named in such contracts, agreements, trades or transactions shall reach a certain figure, and also any office, store or other place where the keeper, person or agent or proprietor thereof, either in his or its own behalf, or as an agent as aforesaid therein, makes or offers to make with others, contracts, trades or transactions for the purchase or sale of any such commodity, wherein the parties thereto do not contemplate or intend the actual or bona fide receipt or delivery of such property, but do contemplate or intend a settlement thereof based upon difference in the price at which said property is or is claimed to be bought and sold.

All such transactions are unlawful and constitute a felony; it is unlawful for telegraph or telephone companies to supply or transmit information; it is not necessary for the transaction to be agreed to by both parties, the offer by one party alone to so trade is a felony:

It shall be the duty of each commission merchant, copartnership, association, corporation or broker doing business as such to furnish to every customer or principal for whom such commission merchant, broker, copartnership, corporation or association has or pretends to have executed any order for the purchase or sale of any of the commodities hereinbefore mentioned, either for immediate or future delivery, a written statement containing the names of the parties from whom any such property was bought, or to whom it shall have been sold, as the case may be, the time when, the place where, and the price at which the same was either bought or sold, and in case such commission merchant, broker, copartnership, corporation or association shall fail to furnish such statement upon reasonable demand, the fact of such failure shall be prima facie evidence that such property was not sold or bought in a legitimate manner upon the open market, but was in violation of the preceding sections, and such fact shall be competent evidence in any criminal prosecution brought for violation of such sections.

Penalties are imprisonment in penitentiary or county jail. The use of a building for a bucket-shop renders the owner thereof guilty of a misdemeanor punishable by fine and county jail imprisonment.

The appropriation for the Seed Wheat Fund has been reduced by the Senate to \$50,000. The House bill asked for \$100,000.

Minnesota.—[From a Special Correspondent.]—H. F. 483, by Mr. Lennon, provides that each elevator shall pay a tax of one-fourth mill on wheat and flax and one-eighth mill on other grain bought and sold during the year. H. F. 489, by Mr. Lennon, provides that flax in elevators, or other storehouses along a railroad right-of-way, on the day when the annual assessment is made, shall pay a tax of one-half cent a bushel, wheat one-fourth cent and other grains one-eighth cent a bushel. This can be done under the new

"wide-open tax amendment." Under the present law grain is taxed as other property on an ad valorem basis at the place where it happens to be on the assessment date.

H. F. 609, by Mr. Lennon, authorizes the state Railroad and Warehouse Commission to adopt a car sealing device and require all scales to be equipped therewith.

H. F. 335, by Mr. Bendixen, proposing a constitutional amendment to permit the state to establish terminal elevators, is still in the committee.

S. F. 247, introduced by the Grain and Warehouse Committee, provides that a terminal warehouse "shall," instead of "may," as the present law reads, when requested, store grain of the same owner or consignee in separate bins. The bill also changes the bond of the terminal warehouseman to a minimum of \$50,000. The present law says \$10,000 to \$100,000. This bill has passed the Senate and is on the calendar in the House.

S. F. 168, by Senator Weis, provides that each board of trade or chamber of commerce shall file annually with the county auditor a list of its members; and if there are less than ten, or if they fail to file the list, their articles of incorporation shall be canceled.

Senator Sundberg's bill prohibiting uniform commissions being charged by boards of trade was quietly killed by the Senate committee on grain and warehouse.

The Saugstad Bill, H. F. 380, prohibiting boards of trade from refusing to admit members without cause, prohibiting them from limiting their membership, prohibiting them from charging more than \$5,000 for a membership, and requiring them to admit representatives of the state Railroad Commission to their business meetings, is still in the committee to which it was originally referred. The committee had a hearing, at which it was stated by representatives of the Minneapolis and Duluth exchanges that their meetings are open now; that the membership is not limited, and that no one has been refused admission except for good cause.

H. F. No. 50, by Mr. Bendixen, was given an unfavorable report by the majority of the committee on grain and warehouse, but the House adopted the minority report, and then sent the bill to the judiciary committee for an opinion on its constitutionality. This is the bill which prohibits line elevators from paying a higher price at one station than at another, allowing for freight and quality differences.

H. F. 73, Mr. Thayer's bill, requiring boards of trade to pay a stamp tax of one cent on each \$10 of the amounts of sales and agreements of sale, was recommended to pass by the House committee on taxes.

H. F. 124, by Mr. Rodenberg, prohibiting bucket-shops and prohibiting anyone from giving them the use of telephone or telegraph wires or bringing messages there, has passed the House and been recommended to pass the Senate committee.

H. F. 281, by Mr. Zelch, to establish a grain and flour testing laboratory at the State Farm School, is about to pass the House. A similar bill, S. F. 211, by Senator Thorpe, has made the same progress in the Senate. Under both bills the state grain boards are to get tests free. Under the House bill outsiders pay \$5 and under the Senate bill \$3 for tests. S.

Missouri.—Senator Eads's inspection bill empowers the Governor to appoint three state grain inspectors, one each for St. Louis, Kansas City and St. Joseph, who shall receive \$2,000 a year as salary each and constitute a board of grain inspection. The board is to organize by the election of one of its members as chairman, who shall be the chief state grain inspector, another member secretary and the third treasurer. The inspectors are to hold office for two years and are to have jurisdiction over a radius of ten miles surrounding the cities they represent. The same

rule in regard to the inspection also applies to weighing. Public elevators and warehouses are declared to be buildings with a capacity of 50,000 bushels and more. Weighing and inspection fees must be paid by the elevator, commission men, etc., but in case of grain not so consigned the consignee must pay.

A bill has been introduced in the Missouri legislature, the purpose of which is to prevent grain elevators from deducting 100 pounds from every carload to cover waste in shipment, which is the custom in some of the markets in the state. The bill reads: "Every sale of grain, seed or hay shall be made on the basis of the actual test feeds and practical feeding methods he in-etc., who shall deduct any amount from actual weight or measure under the claim of right to do so by reason of any custom or rule of a board of trade, or any pretense whatsoever, shall be deemed guilty of a misdemeanor and subject to a fine of not less than \$10 nor more than \$100 for each and every offense."

Nebraska.—(From a Special Correspondent.)—A bill has been introduced to create a state grain inspection department, with state weighmasters attached. It is a re-enactment of the law of 1891, with radical modifications. The bill provides for inspectors appointed by the Governor, to be located in the grain centers of the state, whose duty it shall be to inspect all grain sent to warehouses, grade it, and issue receipts to the shipper as to the amount and grade of the lot placed in the warehouse. On twenty-four hours' notice the warehouse is compelled to deliver to the shipper the amount and grade of grain that has been stored. The Railway Commission is empowered to fix rates of charges for storage, but the bill provides the maximum that may be charged. These must not exceed four cents a bushel from November to May. Other charges are regulated as to the length of time stored.

The warehouse owner must take out a license and give a bond ranging between \$10,000 and \$50,000, to be fixed by the Railway Commission, that he will deliver again to the shipper the grain as it was stored. Certain penalties are provided for not obeying the details of the law. In September of each year warehouses must issue a statement showing the rate of charges they will make during the ensuing year, and they are not to be allowed to exceed these rates. Warehouse receipts, issued to the man whose grain is stored, are to be negotiable, so that the owner, usually a small elevator man out in the interior of the state, may borrow money on the grain he has stored to wait for a better price, and may continue his buying.

The object of the bill, as stated by the author, is to create a grain market in the state. As it now is, all grain is shipped out of the state on advance sales to Kansas City and Chicago. A law was enacted in 1891, which provided for state inspection and government weighing of grain. It was placed under the supervision of the state Railway Commission that then existed, but that tribunal was declared unconstitutional by the Supreme Court, and with it died the state inspection of grain. The proposed measure is modeled closely after the Minnesota law.

A bill is slowly wending its way through the devious ways of lawmaking which will change the present system of assessment on elevator men and grain brokers. It has some chance of passage, provided it does not get lost in the rush of business at the end of the session. In substance it provides that every person, company or corporation engaged in the business of buying and selling grain for a profit shall be held to be a grain broker, and shall at the time required by this act determine under oath the average amount of capital invested in such business for the preceding year, and taxes shall be charged upon such average capital the same as on other property. Real estate and all other tangible property shall be assessed separately. "Tangible

property" shall not apply to or include grain on hand; "average capital" shall include all grain purchased during the year, whether the same has been sold or is still on hand at the time of assessment.

A bill that was introduced at the instance of the Nebraska Millers' Association was killed in the House recently because that body took fright at the temporary appropriation of \$50,000 called for. The bill asked that a commission be appointed for the purpose of purchasing seed wheat from foreign countries, or from other sections of this country, to be again sold out in the agricultural sections of the state to improve the quality of the wheat raised in the state. By the provisions of the act the commission is to purchase the wheat, advancing the funds for this purpose, and is then to sell this out in small quantities as needed by the farmers. The appropriation is to be returned to the state at the end of a certain period. The Millers' Association was anxious to have such a law enacted. They said that recent rulings from the Secretary of Agriculture regarding bleached flour made it imperative that something be done to improve the quality of Turkey red wheat in the state. The legislature thought if the millers were so anxious for improvement in the wheat they might put up the fund themselves.

Two years ago a law was passed which reduced the intrastate rates on carload shipments of grain and other bulk commodities fifteen per cent from the rates then in vogue. The law is now being obeyed by the railroads after a lively fight in the courts. No changes can be made in rates without the consent of the Railway Commission. A bill is now pending which will reduce the rates another fifteen per cent. It applies to grain, grain products, fruit, coal, lumber and a few other commodities. It is thought, however, that the bill has little chance for passage. B.

North Dakota.—H. B. 252, Anderson, provides that all public warehouses within the state shall, before testing for grade any grain handled by them, thoroughly clean the sample of grain weighed for the purpose of establishing the grade of same. The failure of any warehouse association or persons engaged in the business to observe the law in this respect is fixed at a misdemeanor, punishable with a fine of not less than \$25 nor more than \$100 with an imprisonment clause also added.

The bill to license track buyers of grain has been killed.

Senator Duis has offered a bill for an act to amend the state constitution to allow the construction and maintenance of elevators at terminal points, that has been passed by the Senate and has a chance of being passed by the House also. The measure will allow the state to enter the grain business with terminal elevators in the Twin Cities and Duluth.

The seed grain bill was amended to conform to the Neal bill and passed.

Senate bill 319, providing for a uniform grain storage ticket, was sent to the attorney-general for an opinion as to whether it would conflict with Federal laws.

Ohio.—The bill in aid of agricultural extension work by the College of Agriculture and Domestic Science, O. S. U., has become law. The bill provides that,

Sec. 1. . . . The college authorities are requested to arrange for holding schools in which instruction shall be given in soil fertility, stock raising, crop production, dairying, horticulture, domestic science and kindred subjects. These schools shall not exceed two weeks in length, and not more than one shall be held in a county during a year.

Sec. 2. The college is authorized, in addition to holding schools as provided in Section 1, to give instruction and demonstrations in various lines of agriculture, at agricultural fairs, institutes, granges, clubs, or in connection with any other organizations that, in the judgment of the

authorities of the college, may be useful in extending agricultural knowledge. The work in agricultural extension may also include instruction by mail, and the publication of bulletins designed to carry the benefits of its teachings to communities remote from the college.

The sum of \$20,000 is appropriated to carry out the provisions of the act, available July 1, 1909.

South Dakota.—[From a Special Correspondent.]—The legislative session has come and gone again and has ground out a list of laws which may or may not materially affect the grain trade. A number of the bills at this writing are still in the hands of the Governor.

The law of principal interest to the trade, I should think from the discussion, is Senate Bill 317, the anti-trust act, which was not satisfactory to the grain dealers who were members. While it does not specify anything directly in regard to grain trade, it affects it as it does other lines. This bill provides that, "Within the meaning of the Act a trust, or monopoly, is a combination of capital or skill by two or more persons, firms, corporations or associations of persons, first, to create or carry out restrictions in trade; second, to limit production or to increase or reduce the price of commodities; third, to prevent competition in the manufacture, transportation, sale or purchase of merchandise, produce or commodities; fourth, to fix any standard or figure whereby the price to the public shall be in any manner established or controlled." Such acts are unlawful, done directly or indirectly, under penalty of a fine of not to exceed \$5,000 for first offense and \$10,000 for second.

What I would consider next in importance is Senate Bill 146, which requires warehousemen at terminal points to transmit to the initial shipping point copies of the inspection certificates of the grain received. Sec. 1 says:

Every person, association or corporation transacting the business of a public warehouseman in this state from whose warehouse or elevator grain shall be shipped to any terminal point at which such grain shall be weighed, inspected and graded by the officers of the state wherein such terminal point is situated, and certificates of such weighing, inspection and grading shall be issued by such officers, and every consignee of grain so shipped shall transmit and deliver such certificates or true and correct copies thereof to the person having immediate charge of the warehouse or elevator from which such grain was shipped, within ten days after the issuance of such certificates, and the said certificates shall be open to the inspection and examination of any person whose grain was so shipped or who is directly interested therein.

Non-compliance with the law is made a misdemeanor punishable by fine of \$50 to \$100 and possible loss of elevator license.

House Bill 20 is probably next in the list, prohibiting unfair discrimination in the purchase of grain or other commodities. As introduced it included live stock, also; but this provision was cut out of the bill before it was accepted. This is in line with the law of two years ago, which attempted to provide penalties for discrimination in sales, this law being intended to prevent the discrimination in purchase. The bill says:

Section 1. Any person, firm or corporation, foreign or domestic, doing business in the state of South Dakota, engaged in the purchase of grain, live stock or other commodities, who shall intentionally, for the purpose of destroying the competition of any regular established dealer in such grain or other commodity, or to prevent the competition of any person or corporation or firm who or which in good faith intends and attempts to become a dealer in such grain or other commodity, shall discriminate between different sections, communities, towns or cities of this state, by buying such grain or other commodity at a higher price in one section, community, town or city than in another, transportation rates considered, shall be deemed guilty of unfair discrimination.

Complaints must be made to the Attorney-General, who may summon witnesses, etc., and compel the production of books and documents. The penalty is fine not to exceed \$5,000.

Senate Bill 52, while aimed at railroads, will

also affect the grain trade, as it attempts to secure a showing as to the lease price charged by railroads for elevator and warehouse sites on their right-of-way, its purpose being to prevent discrimination in such charges, it being alleged that such discrimination is being used against the independent dealers and in favor of the line elevators. The principal sentence is as follows:

Each railroad company owning or operating a line of railroad in this state shall, on or before the first day of July in each year, make and file in the office of the Board of Railroad Commissioners of this state a detailed, itemized statement, or report, showing the number and location of all elevators on its line of railroad in this state; the amount of ground space occupied by each, with its value placed thereon; the names of the persons or corporations operating said elevators, the amount of rental paid for each elevator site to said railroad company, and if any of the owners of said elevators shall own the sites occupied, such report shall show the name of such owners and the location of such elevator.

The Railroad Commissioners may demand additional reports in this connection, if deemed necessary; and non-compliance is punishable by fine of \$100 per day of delay in making such reports after the date fixed.

Senate Bill 227 attempts to fix a method of determining correct rental value of warehouse sites in cases of dispute between railroads and dealers. The law is as follows:

Sec. 1. Whenever the owner of any public warehouse, coal shed or other building upon the right-of-way, depot grounds, or warehouse lots of any company in the state of South Dakota, shall fail to agree with such railway company upon the rental to be paid for the use of such warehouse, coal shed or other building site, it shall be the duty of the Board of Railway Commissioners, immediately after notice of such disagreement, to fix and determine the fair annual rental value of such warehouse, coal shed or other building site, and to notify in writing both the railway company and owner of such warehouse, coal shed or other buildings of the rental value so fixed and determined.

Sec. 2. Either the railway company or owner of such warehouse, coal shed or other buildings, within twenty days after receiving such notice, may appeal to the Circuit Court of the county in which such warehouse, coal shed or other building is situated, from the decision of the Board of Railway Commissioners fixing and determining the annual rental value of such warehouse, coal shed or other building site.

Such appeals shall be taken by serving a notice of appeal in writing upon the adverse party and upon the secretary of the Board of Railway Commissioners, and filing the original notice of appeal with proof of service thereof with the clerk of the Circuit Court of said county. Within ten days after service of said notice of appeal upon the secretary of the Board of Railway Commissioners, such secretary shall make and cause to be filed with the clerk of said Circuit Court a certified copy of the order of the Board of Railway Commissioners appealed from.

Sec. 3. At the next term of the Circuit Court of said county, unless continued for good cause, without any pleadings raising any issue of fact, the question of the fair annual rental value of such warehouse, coal shed or other building site shall be submitted to a jury, for determination, and judgment shall be entered by the court in accordance with the verdict of the jury.

Sec. 4. Unless an appeal from the decision of the Board of Railway Commissioners shall be taken within the time mentioned in Sec. 2 of this Act, the decision of said Board shall be final, and the amount fixed and determined by said Board shall be paid; and, if appealed from, then the amount fixed by the verdict of the jury and judgment of the court shall be paid by the owner of such warehouse, coal shed or other building to the railway company for the rental of such warehouse, coal shed or other building site.

The act goes into immediate effect.

While House Bill 413 does not refer to grain dealing in any way, its intent is to limit the voting power of stockholders in "farmers' elevators." The first bill introduced limited the voting power of stockholders in such corporations to one vote each, regardless of the number of shares held by each individual. This would not be accepted by either house; and a committee bill was drawn and passed, which authorizes the articles of incorporation to specify the number

of votes which may be cast by the members or stockholders. It also authorizes the stockholders of such corporations already in existence to amend their articles to limit the voting power of their stockholders whenever the members file with the Secretary of State a certificate to that effect.

T.

Washington.—A bill has been passed by the Senate reducing lawful maximum freight on grain and grain products by 10 per cent.

S. B. 239, Cox, has already passed the House. It practically abolishes the office of state grain inspector as a separate and distinct office, although the officer will continue to be known under the old title. If a farmer or firm or railroad company is not satisfied with the findings of the grain inspector, they may appeal to the Railroad Commission. Under the present law only the inspection of grain is provided for, but the Cox bill provides for weighing, and includes hay. Railroad companies will be compelled to have a suitable sidetrack equipped with scales for the purpose of weighing. The cost of inspection on sacked grain will be \$1, an advance of 25 cents over the present rate, and for inspection of bulk grain, 75 cents. The Railroad Commission will have the power, also, to regulate the charges of the various public warehouses scattered over the state.

Texas.—A bill by Senator Terrell would place telegraph and telephone companies under the jurisdiction of the Railroad Commission. It has the support of the Texas Grain Dealers' Association. The bill also requires the companies to have physical connection with each other.

DUNLAP & RUDDY.

The grain elevator of the picture herewith is that of Dunlap & Ruddy at Blackstone, Ill., which has a capacity of 60,000 bushels. The business conducted here is a comparatively old one, Mr. Dunlap having been engaged in the trade here



ELEVATOR OF DUNLAP & RUDDY, BLACKSTONE, ILLINOIS.

for about five years. Mr. Ruddy, however, succeeded to the interest Mr. Van Houe had in the firm on August 1, 1907. On November 1 last they purchased the elevator of J. B. Hager, so that they are now operating two houses at Blackstone, besides dealing in general merchandise and coal.

The St. Louis February conference of shippers to the Southeast has not as yet borne any fruit. The subject, of course, is the vital question of the right of shippers at the crossings to substitute tonnage in transit. The substitution of tonnage at transit points, according to the Interstate Commerce Commission ruling, consists of a practice of deception against the railroads on the part of the shipper by accepting a shipment of grain from the railroads, milling it into a by-product, and then recouping it to a point further on, subject to the same bill of lading under which it was received. In this way a lower rate is secured from the railroads on flour than is allowed when flour consignments are intrusted to the carriers as a new shipment.

THE NATIONAL INSPECTION DEBATE

The debate on "National Inspection" in the United States Senate began on February 23 during consideration of the agricultural appropriation bill, the question being an amendment to expend \$30,000 "in promulgating the standards for the different grades of cotton in co-operation with associations," etc., to which Senators Kean of New Jersey and Aldrich of Rhode Island made the point of order that it was new legislation and not permissible at that time, apropos which Mr. Aldrich said:

This is another step in the direction of the Government attempting to fix standards for the sale of cotton all over the United States. First, we had an investigation; and now we have a promulgation of cotton standards. I cannot see why the United States should be called on to promulgate standards to take the place of the commercial standards that have been in use from time immemorial in connection with the sale of cotton.

Senator Money, Mississippi: "I care nothing about it, but there was a pressure from the cotton men everywhere, and I want to say principally from New York, for a grading by the Government of cotton, so that there would be uniformity throughout the country."

Senator Money, in conceding the pertinency of the objections by Senator Bailey, added that, "We are drifting pretty rapidly into a condition of things where the Government is going to take care of everything that the people ought to take care of themselves." But he could not see "any harm come by this trifling thing."

The amendment was smothered by the "point of order."

Then came the Hansbrough amendment to the same bill, as follows:

For investigating the handling, grading and transportation of grain and the fixing of definite grades thereof, \$75,000 [instead of \$52,440 as in the original bill]; provided that whenever the Secretary of Agriculture is requested by any considerable number of grain growers in a community, he shall appoint an expert grain grader for that community, whose duty it shall be to determine for those making proper requests the grades and condition of grain offered for sale and to collect from the seller of the grain such fees as may be fixed by the Secretary of Agriculture, said fees to be used, first, for all expenses connected with the work, the remainder, if there be any, to be turned into the treasury as miscellaneous receipts.

Senator Kean here interposed the same point of order that the amendment "proposes general legislation."

In support of the amendment Senator Hansbrough referred to the former act creating the "inspection laboratories;" and then continued:

Now, Mr. President, I wish to state that the purpose of this amendment is simply this: I think it is the universal desire of the producers of grain that if there is going to be federal inspection of grain it shall be while the grain is the property of the producers. So I have drawn this amendment so as to provide that the secretary may appoint a grading inspector in a given community when the producers ask him to do so, and that they shall pay the cost.

It seems to me, Mr. President, that the point of order is not well taken in view of the fact that the amendment is simply to carry out existing law.

Senator Bacon: I should like to ask the senator, if we enter upon this field of legislation, cannot every other product, agricultural and manufacturing, within the whole boundaries of the United States claim that it is entitled to equal attention on the part of the Agricultural Department in the matter of inspection?

Mr. Hansbrough: Mr. President, to use a homely phrase, we will cross that bridge when we get to it.

Senator Bailey: But the trouble of it is that we are certain to get to it.

Mr. Hansbrough: That is probably so in certain respects.

Mr. Bacon: I would say to the senator that there are bills pending in Congress for the inspection of other products; and, if this one passes, it will be, of course, a good argument why the next one should pass, and when the next one passes it will be a good argument why all should pass.

Senator McCumber: There was an excellent provision in the House bill, which has been stricken out by the Senate committee and then reinstated as part of this amendment. The provision reads:

"For investigating the handling, grading and transportation of grain, and the fixing of definite grades thereof, \$52,440."

That provision is very good, so far as it goes. The Senate committee has added to that something that can be removed by a single objection, and I for one do not see any serious objection to its being removed. We have had before the Senate for some time, reported out of the committee on agriculture, a bill providing for federal grading of grain. It

goes directly to the point. It provides for the grading to be done by the federal Government, and the grades so established will be known as "national grades." We would reach it there directly.

This proposed amendment contains that which would be absolutely useless and which, if enacted into law, would simply set at naught the attempt to secure national grain grading. This provides, Mr. President, for an inspector to be appointed in any community where the producers may so desire. This is rather a large agricultural country, and perhaps every county in each state would be a community in which they would desire to have federal inspection.

Those who are opposed to federal inspection of grain, namely, the boards of trade that have been fattening upon the spoils that have been gained under the present system, have used more than any other argument the one that it would require a great army of inspectors. Under the provisions of this amendment it certainly would require an immense army of inspectors, and after you have your army and have made your inspection, it would not be worth anything, because the wheat will be bought and the grading will all again be done at the great terminals.

The wheat that is bought in great quantities is not bought by the farmer's load, one load at a time, but is bought by the thousands and hundreds of thousands of bushels. It is bought from the great grain centers, and fixing a standard there would, by reaction, fix the standard back on the farm. It is the only method we can reach whereby a standard good over the entire country can be established.

Mr. Hansbrough: Mr. President—

Mr. McCumber: I wish to say one word further, Mr. President, and that is in answer to the question of the senator from Georgia [Mr. Bacon]. He asked, why not have every other product standardized? The reason is that everything else is not sold by standards. Every fabric of cloth is not sold by a standard. There are comparatively very few articles that go into the commerce of the country that are sold by standard, but every bushel of grain in the United States has its value fixed according to the standard that is placed upon it, according to the inspection that is made of that grain. If it is made according to certain standards, and made—

Mr. Bacon rose.

Mr. McCumber: Just one moment. If it is made by the purchaser and sold under a standard that is always fixed either directly or indirectly through the influence of the purchaser, the senator can easily see that the producer is always at the mercy of the purchaser at the great terminal points in the fixing of those standards.

Mr. Bacon: I recognize the strength of that suggestion, but I desire to call the attention of the senator to the fact that it may not be conclusive. For instance, woolen manufactured goods are not sold by a standard, but the fact that a thing is represented as woolen—

Mr. McCumber: Mr. President—

Mr. Bacon: The senator will pardon me for a moment. Let me finish the sentence. The fact that an article is represented as wool enables the seller to get a larger price than he could if it were known that it contained some cotton. If the principle contended for by the senator as to wheat is correct, why should it not be extended so as to cover manufactured articles? Every article of goods represented to be woolen may be inspected to see whether or not it contains any threads of cotton. The same principle can be extended to almost every other article of manufacture or of agricultural product that one can name. The reason may be stronger in some cases than in others, but the principle will cover all, if it is adopted.

Mr. McCumber: The reason would be ten hundredfold stronger in the case of gains which are sold exclusively by grades, and which grades are fixed at the great terminals, than it would be as to other articles, of which perhaps there are thousands of grades, and which articles are not sold by standards.

Mr. Hansbrough: Mr. President, I do not understand that the proposed amendment conflicts in the least with the bill which has already been reported from the committee on agriculture. There is nothing like it in the bill. The bill on the calendar does not provide for the grading in the local market place.

There is not such a wide difference between the views of my colleague and myself. My idea is we should fix the grade while the wheat belongs to the producer—the farmer—and allow the influence of that action to percolate into the markets of Chicago, Minneapolis and Duluth, instead of fixing the grades in those great markets and allowing it to percolate back to the farm. That is the only difference.

Mr. McCumber: If we were to fix the standards while the grain is in the hands of the producer, we would be compelled to have an examiner at every elevator in the country to which the farmer ships his grain, and that would justify the complaint that is made by those who are opposed to federal inspection, that it would require an immense army of inspectors all over the United States. It is a physical impossibility to inspect all the grain raised in the United States while it is in the hands of the producer, and that I will not say is the vicious part of this provision, but it certainly is a very bad part of it, and it is not workable. If a grade was fixed upon the grain at the farm nobody at the great terminals would be bound by that grade, because the grain might be mixed in the elevator after it had passed out of the hands of the producer, and

then it would be regraded at the great terminals just exactly as it is graded at the present time.

Mr. Hansbrough: In regard to binding anybody to the grade fixed by the Government of the United States, it is utterly impossible to do that. You cannot compel a man to buy a thing unless he wants to. You cannot compel a man to sell a thing unless he wants to sell, whether it is at the Duluth market or at the home market near the farm.

Senator Bailey: The senator said that no law could compel one man to buy from another. That is perfectly true, but it is not germane to this particular question. That might be said in opposition to the Federal authority to establish a standard of weights and measures. You cannot compel one man to buy cloth from another, but you can establish the rule that if he buys a yard of cloth he gets 36 inches. So you cannot compel one man to buy wheat from another, but you attempt here to compel him, when he buys it, to accept a grading established by an expert appointed by the Agricultural Department.

The question I desire to ask the senator from North Dakota is where the Congress of the United States obtains the authority to authorize the grading of wheat.

Mr. Hansbrough: The senator has raised a great question, which I think we all understand. The senator from Texas is better able to answer than I am, the senator being a great constitutional lawyer.

Mr. Bailey: I desire to call the senator's attention to the preceding paragraph. While we were discussing the mere question of appropriation a moment ago we overlooked the fact that the bill especially and distinctly provides for the establishment of standard grades of cotton. Let me read the senator the very language:

"For investigating the handling, grading and baling of cotton, and the establishment of standards for the different grades thereof."

The English language could not make it possible to assert more distinctly the right and power of this Government to establish standard grades of cotton than this bill does; and instead of adopting the language we are now considering, I think we need to go back and strike out what the House has done. I mean no criticism of the committee, but the committee has reported the bill with the distinct assertion of Federal power to establish the standard grades for cotton.

Mr. Hansbrough: If the theory of the senator from Texas is correct, that it is the duty of the Senate to retrace its steps, then we should go further back than the House at this session has gone, and strike out the law of a few years ago with respect to wheat. The Government of the United States has already entered upon this policy. There can be no denial of that.

After some sparring about the former legislation enabling the Agricultural Department to gather data to establish "a standard for the different grades of cotton," Senator Bailey continued:

The Constitution of the United States gave us the power to establish standards of weights and measures, but there it stopped; and when we assume now to have the power to establish standards with respect to various commodities our power over all must be precisely as suggested by the senator from Georgia [Mr. Bacon], the same as our power over anyone.

The senator from Georgia, however, will find that some enterprising people have anticipated his suggestion with respect to woolen goods. These have been bills introduced in this and in the other House to prohibit the shipment from state to state of cloth pretended to be wool when it contained any per cent of shoddy. They sought to do that, however, not under the assertion that Congress should classify merchandise, but under the general and broader power to regulate commerce between the states and with foreign nations; and I undertake to say that this is the first time it has ever been seriously contended in either branch of Congress that we have the power, independently of our power over commerce, to establish classification beyond that which the Constitution expressly gives.

Mr. Hansbrough: Mr. President, just a word before I take up that point for discussion. I will say we have already entered upon the policy to which the senator objects.

In regard to the army of inspectors about which there seems to be some fear here, if the amendment becomes a law, I do not believe there would be an army of inspectors appointed. There will be some communities undoubtedly which would want a grain inspector appointed. There would be many other communities where no grain inspector would be needed. The very influence of the action of one inspector in a given community would be widespread as to many other communities in fixing grades; and the Secretary of Agriculture would be assisted in carrying out the law and the duty which Congress has already imposed.

Mr. McCumber: Mr. President, I desire to answer two propositions—first, the one of the senator from Texas [Mr. Bailey], asking where the authority for a law of this kind can be found in the Constitution. I will say frankly there is no authority for such a law as is proposed in this bill. I admit that. There is no pretension whatever that it is interstate commerce. I freely admit that Congress would have no authority to compel any farmer or any producer of grain to submit his grain for federal inspection. But this bill, even as proposed, does not go that far. It says they may, upon the request of the producers in any community, do so. Therefore, there can be no conflict between the government officials and the party making the request.

Upon the other proposition, as to where the authority would lie, I will say that it would lie under the interstate-commerce clause of the Constitution. I think every authority will bear me out on the proposition that the Government of the United States may make such rules and regulations in regard to any commodity that passes into interstate commerce as will prevent fraud being perpetrated by reason of the commerce in that commodity. The pure-food law was based upon the proposition that under our control over interstate commerce we could prohibit the shipment of any article entered into interstate commerce which was falsely branded or adulterated so as to deceive and defraud the purchaser.

Now, any bill for federal inspection that is based upon that theory, and that alone, that Congress has authority in the regulation of interstate commerce so to inspect the articles entering into that commerce as to prevent a fraud upon the public, is a valid constitutional enactment on the part of Congress; and if it is based upon and kept within those lines, I do not think there can be any serious objection to it. In other words, the rule will apply just the same to the grading of grain as it would apply to the matter of determining whether or not a certain article is misbranded or adulterated in any manner.

Mr. Bailey: I think the senator states the rule too broadly. I think it is true that under the power to regulate commerce the general Government can exclude any article which in good conscience—I mean according to the conscience of the man who votes for the bill—might interfere with or interrupt or impede the commerce of the United States as among the states and with foreign nations. But the senator does not contend that the federal government could go into a granary and classify grain before it becomes the subject of interstate commerce?

Mr. McCumber: That is the very reason I say the provision in this bill cannot find a constitutional warrant, because it seeks to do that before it becomes an article of interstate commerce, and we can only act upon it when it does become an article of interstate commerce. However, under the provisions of this bill, it is not mandatory, but permissible only, and in that respect, of course, there might not be any objection, except we could not enforce it.

Mr. Bailey: I think the senator will agree that what the United States has the power to do it can compel as well as permit. I think there can be no substantial difference between a law permitting and a law compelling a given course of conduct.

Mr. McCumber: I can make that clear. Take our provision for meat inspection. We can inspect meat only as it shall enter into interstate commerce. We have no authority, in my opinion, to enforce the inspection of meat before it is designed for interstate commerce. But we passed a law of that kind, and the packers were very glad to have all the meat inspected, whether it went into interstate commerce or not, and we are working, and working well, under that remarkable solution of the constitutional question.

Mr. Bailey: I do not know that we have found a solution of it. My recollection of that law is that it provides for sending the inspectors into the packing houses, and I would like very much to see a case where an inspector was evicted, and have the question brought to the Supreme Court of the United States. I am perfectly confident that that great tribunal would say we had no power, because the product of the factory might subsequently become the subject of interstate commerce, to send an inspector into a factory of any kind.

Mr. McCumber: The senator states the law as I also understand it, and therefore in the bill which we have before the Senate for federal grain inspection we do not attempt to exercise any authority over until it enters into interstate commerce and before it goes out of interstate commerce.

Mr. Bailey: I will do the senator the justice to say that I am satisfied any bill he has drawn obviates the constitutional difficulty so far as it can be obviated, and possibly when we come to examine his bill it is simply a question of policy as to whether it is wise or not.

Returning for a moment to the meat-inspection law, I suggested, when that bill was pending here, that if it provided that no meat should become the subject of interstate or foreign commerce unless it had been inspected it would be well within the constitutional power of Congress, and very probably, in order that they might export their meat, the packers would agree to have it all inspected. But my recollection is that my suggestion was not accepted, though I recall that the chairman of the committee on Agriculture, the late Senator Proctor, assented to it; but I do not think that the bill was conformed to my views, and I think when that question is brought into court it will be discovered that that law will not stand judicial scrutiny.

Mr. McCumber: In answer to the statement of the senator from Texas, I believe if anyone was indicted for a refusal to allow an inspector in Chicago, for instance, to go in and inspect his meat, the indictment would be subject to demurrer. I do not believe that we could enforce such a law. We are enforcing it because the packers are perfectly willing to have the law enforced as it now is.

Mr. Bailey: In other words, we are practicing a kind of duress on them. The senator from Maryland [Mr. Rayner] tells me that the question has been decided, at least by one of the inferior tribunals, and he says it has been decided as the senator and I agree it ought to be decided.

Mr. McCumber: But I do not contend, as the reason of my view, that because the old law is not wholly constitutional in all its provisions we cannot say that meat shall be inspected so as to indicate

what its qualities are before it passes into interstate commerce.

I wish to speak about another proposition that was made by my colleague, in which he says that no law can compel anyone to purchase grain. I suppose he means by that, of course, the purchase of it under any given standard, but we will not have the slightest difficulty in that respect if we make our standards applicable at the great terminals. Why? Simply because all of the consumers desire a national standard, and they would not buy by any other standard if they could secure a national standard, because they have entire confidence in the national standard. And secondly, because every foreign purchaser, who has been demanding a national standard for years, is also in favor of purchasing entirely by such a standard; and inasmuch as you could secure no purchases by any other standard than the federal standard, there would not be the slightest difficulty, and it would in reality become the standard for all sales and purchases of grain.

Mr. Hansbrough: I simply desire to ask a question. Of course, my colleague has already stated that whatever the grain inspector might do at any point would not be mandatory. I think that would apply not only to the local market, where the wagonload of grain goes onto the elevator scales, but also at the great terminal elevators. I call my colleague's attention to that.

Mr. McCumber: It would not apply to the terminals for the reason I have just mentioned, and that is that the great consuming trade all over the country is demanding a federal standard, and not only is it demanded in this country, but the foreign demand is universal for a federal standard. Therefore they would make no contracts except for that standard. In other words, we would be furnishing them that which they are demanding.

Now, why should it not apply upon the farm? Suppose you had an inspector and that inspector passed upon a load of grain at an elevator, or 500 or 100 loads of grain. They would be dumped upon the elevator; they would be mixed in the elevator. It is not interstate commerce in any degree. The purchaser can do with it what he has a mind to do, and when it gets down to the terminal they will grade it themselves. The value that is fixed in the field of consumption by reaction always fixes the value in the field of production. The field of consumption would purchase under a national standard every time because we have government inspectors.

Mr. Hansbrough: May I ask my colleague how he would fix the question of dockage? The great complaint at the local market place is that the buyer, the elevator man or the miller, gets the best of the producer on the question of dockage. The purchaser will say there is a wagonload of grain that contains five pounds of dirt to the bushel, and I will dock it five pounds to the bushel. The farmer has no redress whatever. I do not say that he would have much redress with a local federal inspector, but that local inspector certainly would be in a position to bring about better relations between the buyer and the seller. The dirt is taken out of the grain at the local elevator before the grain is shipped to the large terminal elevator, and it is the question of dockage concerning which our farmers are most impatient.

Mr. McCumber: That is very easily answered, Mr. President. The dockage is always fixed upon by certain rules and regulations at the terminals. There is the point where all the difficulty arises. The local buyer must always make as much dockage as he thinks will be allowed at the terminal; in other words, he must always make enough to protect himself.

Now, if we have government inspectors at the great terminals, and when a carload of grain goes there they determine what is a proper deduction for dockage, the purchaser from the farmer at the local elevator in making his next purchase can always make it in view of what has been held by the government inspector at the great terminal. That would not apply to the farmer's single load. As I have stated before, it would be impossible to have inspectors who would inspect every load of grain all over the United States as it goes into the local elevator.

Senator Nelson: Mr. President, I do not intend to enter into any constitutional discussion of this question, and I propose to refer to it only sufficiently to elucidate the point of order. Clearly, the proviso is both new legislation and general legislation. The proviso reads as follows:

"Provided, that whenever the Secretary of Agriculture is requested by any considerable number of grain growers in a community he shall appoint an expert grain grader for that community, whose duty it shall be to determine for those making proper requests the grades and condition of grain offered for sale, and to collect from the seller of the grain such fees as may be fixed by the Secretary of Agriculture, etc."

Clearly, that is new legislation and general legislation. It would in practice amount to the appointment of grain inspectors in every rural community in the country where they were raising grain. In every county in my state they could petition the Secretary of Agriculture to appoint a grain inspector, and the grain would be inspected there, right at home. It is the grain growers, not the dealers in grain, who have the right to have these inspectors. Clearly, it is subject to a point of order, and clearly, aside from that, it would not come within the constitutional authority of Congress to legislate in that direction.

The vice-president sustained the point of order, and the amendment was dropped. The ques-

tion then arose, did the point of order carry also the original amendment, to appropriate \$52,440 to "investigate the handling, grading and transportation of grain"? Mr. Hansbrough urged that if the amendment was lost it would close the inspection laboratories, which Mr. Hansbrough declared are "not interfering with grain that is for shipment within a state—only devoting itself to grain for exportation."

Senator Bailey opposed the amendment because it authorized a thing that Congress has no constitutional power to authorize.

Senator McCumber then said:

Mr. McCumber: Mr. President, the Senate could give no harder or more disastrous blow to the entire farming interests of the Northwest than to vote in favor of striking out this provision from the bill. I know of what I speak in that respect. I represent solely an agricultural state. I have made a close and most careful examination of the handling of our grain and of every law that has had a bearing upon the handling and buying and the selling of grain.

Under the provision of law the Secretary of Agriculture has been making an investigation of the grades that have been given our grain. That very investigation has been worth millions and hundreds of millions of dollars to the farming community in the last five or six years. We are getting better grades to-day than we ever got before in the Northwest because we are awakening the interest not only of the farming community demanding that the old wrong shall be righted, but because through the activity and examination of the Agricultural Department of the different grain throughout the country, that department is saying what grade such a grain is entitled to, and its character, and everything that bears upon the question of its value in the great markets of the world.

To-day, American grain abroad is selling all over Europe for several cents a bushel less than any corresponding grade of the same grain shipped from any other country than the United States. The Secretary of Agriculture sent there during the past summer a special agent to investigate the question and to determine what difference there was between American grain of a certain character and Argentine, Canadian and Russian grain of the same character and that would grade the same, and he found that there were several cents a bushel in favor of the grain produced anywhere else.

Now, why was this? The reason was that at every one, or nearly every one, of the great shipping points grain is mixed and graded from one to two higher grades than it is entitled to.

Mr. Rayner: Mr. President, I only desire to give the decision [on the constitutional question]. I will give the case according to my recollection, because I recollect it distinctly. It affects the constitutionality of this entire measure. It was the case of the United States against Boyer, and is reported in 85 Federal Reporter. It is an opinion of Judge Rogers, of the Missouri district.

The question came up there, not incidentally or collaterally, but directly, whether the meat-inspection law was constitutional or unconstitutional, and it was held to be unconstitutional; and there has never been any reversal of that decision. I will give the case in a moment for the benefit of those who are interested in the constitutionality of this entire provision.

There was an attempt to bribe an inspector. There was a presentment and an indictment against the party who attempted to bribe him. There was a demurrer to the indictment, and the court sustained the demurrer upon the ground that the meat-inspection law was unconstitutional, and the whole law went by the board. The court held that we have no right for any purpose to send an inspector into a state for the purpose of inspecting meat, or inspecting grain, or inspecting anything else.

The decision, I submit to the senator from North Dakota, is absolutely conclusively and final upon this proposition. If I could get the book, I would give you the decision, but it appears I cannot get the report. It is the Boyer case, in 85 Federal Reporter. There has been no reversal of it. There was no appeal taken to the Supreme Court of the United States, because the United States did not have the right of appeal. That case stands to-day unreversed by any decision, so far as I can find in the reports of the Supreme Court.

Any law that permits the Secretary of Agriculture, or any other officer of the Government, to send an inspector into a state for the purpose of inspecting meat or grain or any other article of commerce before it leaves that state, I submit, under that decision and under any number of other decisions, is an unconstitutional law.

Mr. McCumber: There is not any question about the rightfulness of that decision; I have never questioned it at all; but it has not the slightest application to this provision. It did have an application to the provision which has gone out on a point of order; I will admit that; but it has nothing to do with the provision that we are speaking of now.

Mr. Bailey: Does the Senator from North Dakota contend that the language now under discussion limits the power to fix these grades to interstate-commerce transactions?

Mr. McCumber: I will just read what it says and give the senator my construction of it:

"For investigating the handling, grading and transportation of grain, and the fixing of definite grades thereof."

There is not any question but what the Agricultural Department can investigate the handling of grain. They can make any investigation that they see fit as to how the grain is handled, and can report to Congress anything that they think will be of importance to us to know. So far there can be no objection. Neither can there be any question with reference to the department itself fixing what it would call "proper grades." There is nothing in the provision which attempts to force those grades into the business of the country and to compel dealers to buy and sell by those grades. If that was there, if it was the construction that we were to follow the grades, that any standard fixed by the Agricultural Department should be the grades under which the grain should be bought and sold, there would be no question whatever, in my mind at least, but that it would be unconstitutional. But that is not the intention at all.

Now, we have been appropriating, year after year—

Mr. Bailey: Will the senator allow me?

Mr. McCumber: In just one minute. We have been appropriating money, year after year, for the investigation of the boll weevil and other matters affecting the cotton crop. We could not go to your farm and compel you to hand over any of that crop for investigation. It is not necessary. The work of the department upon the cotton crop, I believe, has been extremely beneficial to the cotton growers of the United States. I believe the work that has been done is beneficial, in reference to the grading of cotton, so that the dealers over the country can see what would be a proper grade and what cotton ought to measure up to a particular grade. It may be that they have made more grades and finer distinctions than are necessary, but I believe that the work is absolutely in the right line and is doing good.

The effect of the work of these laboratories in determining the character of grain raised in any particular section of the country, and their work in determining whether a certain grade that has been given by the department in any section of the country is a fair grade, has been beneficial. Let me give the senator an example right here. I had some grain sent to me a short time ago which had been inspected at one of the great terminal markets, and was given a certain grade, according to the rules of that terminal governing the grading of grain. The Agricultural Department took up the same grain, applied the same rules, and ascertained that the terminal inspection was far below what the grade should have been by the rules of that terminal.

When this became generally known, the terminal inspectors themselves became far more careful in making those grades, because they knew when the farmer shipped a carload of grain to any of the great terminals, he could take a sack of that grain from the car, send it down here, and have it examined, not according to the standard in the department, but according to the standard of the terminal where the grain is to be sold. If he finds that he is not getting a fair grade, if he has had notice of that fact, he gives that notice to others, and those who are buying his grain at that terminal will be far more careful in giving it an honest and just grade. This is of inestimable value to the entire grain-raising section of the Northwest, and this little amount of some fifty-odd thousand dollars should not be interfered with.

I shall be ready, Mr. resident, to take up the question of the advisability of federal grain grading and inspection when we reach it upon a bill which is before the Senate, which bill is so drawn that it will, in my opinion, stand every constitutional objection.

The discussion then proceeded on the constitutional question, with which Mr. McCumber was not very familiar, more especially when pitted against Mr. Bailey of Texas, who, in the course of extended remarks on that phase of the question, said:

Some things the majority have the right to prescribe for the minority. They have a right to prescribe its conduct so far as it affects the public peace, and the public order and the public health; but they have no right to prescribe the rule of private transactions. If my neighbor can out-trade me, that is his good luck and my bad fortune, and I would rather suffer in the transaction where his better judgment gives him the advantage than to be continually invoking the Government to stand an officer at my side and prevent brighter men from making the better trade. We want a statute now, Mr. resident, to govern us in everything. If a man makes a mistake he does not go and, in the quiet of his office or in conference with his friends, admit the mistake, and resolve to be more cautious thereafter, but he wants a law to fix it so that he cannot make the next mistake.

Mr. McCumber: Mr. resident, the senator in his oratory has drifted somewhat away from the particular matter under consideration. I think, however, I can answer one or two of his propositions. He asks, if we have a standardization of grain, if we have a standardization of cotton, why not have a standardization of woolen goods, and everything of that character, and where shall we stop? I will simply say to the senator that so long as we are capable of self-government the people themselves will probably determine the proper place to stop.

Now, let us take the matter of selling grain, and let us see if the senator's proposition is true, that one man should always be placed at the mercy of another in a trade, or what the senator calls "out-

trading each other." That is true when a suit of clothes is sold to an individual. He can look at those clothes; he can examine them; he can refuse them; and he can go to the next store and buy there if the other does not suit him, or if the price of the clothes does not suit him. But when I raise a carload of grain in my state and send it to Chicago, I am not meeting the man who is purchasing that grain; we are not meeting face to face by any means, and I am totally at his mercy if authority is solely given to him to fix the grade under which that grain is to be sold. That grain, when it left my home, was good No. 2 Northern wheat, I will say, and when it arrived in the city of Chicago it was good No. 2 Northern; but the man who buys that wheat appoints his own inspector, who grades it as No. 3. Under a combination between that purchaser and every other purchaser they govern the entire number of inspectors, and they buy all the grain at a lower grade than what it really is.

If there was nothing but the view of the article to be considered, and it was sold to a man who could see it and buy it upon its actual condition, then the proposition of the senator would be applicable, at least to some extent; but the grain is sold by the carload lot alone in these great centers, but in the great elevators, by millions of bushels at a time. Its value is not the value of the grain, but the value of the grade that is put upon that grain. As the producer has no voice whatever in the establishing of the grade, as he cannot reach it in any other way, then there ought to be lodged in the Government somewhere a power that will provide for an honest grading and an honest inspection.

When our forefathers adopted the Constitution of the United States they foresaw that the products of one state would necessarily find a market in another state; and in order that the products of one state might not be excluded by the exercise of the sovereignty of another state by throwing about it such rules and regulations as would infringe upon or destroy its value, they provided that the Congress should have control over interstate commerce. So long as this grain is interstate commerce, I claim it is the duty of Congress, under these peculiar conditions, to exercise congressional authority. Why? Simply because we cannot get relief in any other way than through the power that is vested in Congress.

Mr. Bailey: I understand the senator to say that the farmers sold their grain in Chicago. My understanding has always been that the farmers sold it in their immediate market and that those who purchased it there shipped it to Chicago or shipped it abroad. I know that in the case of cotton—and my experience with that product is larger than it is with grain—the farmer who grows it sells it at his market town, and the people who buy it there ship it to the factories of this country or to factories abroad.

Mr. McCumber: The senator is both right and wrong.

Mr. Bailey: The farmer, of course, in the case of cotton, would have no governmental help to classify or standardize it, and if the course of dealing in grain is the same as in cotton, then the farmer of Dakota who sells his grain to a dealer who in turn ships it to Chicago would not even be the beneficiary of the law, even if the law is beneficial from a financial point of view.

Mr. McCumber: The senator is entirely mistaken in his proposition, or, rather, he is partially mistaken as to the general rule in regard to the sale of grain, and entirely mistaken with reference to his conclusion as to whether or not the farmer would be benefited.

In the first instance, let me say to the senator, especially in my state, where we have very large farms, very much of the grain is shipped out directly from the farms in carload lots to the great terminals—Chicago, Minneapolis, Duluth and Superior.

Mr. Bailey: That is the case with the large farmer. How is it with the small farmer?

Mr. McCumber: They are all pretty large farmers there. We do not have very many of what might be called "small farmers." They might all be called "large farmers" in that section of the country.

Mr. Bailey: They ought to be able to take care of themselves, then, without the help of the Government.

Mr. McCumber: They are farming all the way from 600 to 6,000 acres each.

The debate was then suspended by a special order, but was resumed on February 24, the question being on the amendment to strike out the appropriation altogether. Mr. Aldrich proposed, for the purpose Mr. Bailey had in view (to head off any indirect attempts at inspection), to strike out the words, "and the fixing of definite grades thereof," which would permit the work of investigation by the laboratories to continue. Mr. Bailey objected because, he said, the investigations would certainly "result at last, just as it has resulted now, in a provision attempting to establish some law as the result of the investigation. Still, I would rather that half a wrong should be done than a whole wrong."

Thereupon Senator Warren of Wyoming proposed to change the amendment to read as follows: "For investigating the handling, grading

and transportation of grain, and for the study of the factors entering into the usual operations connected therewith, \$52,440."

Mr. Bailey protested that he could not comprehend what the Government has to do with the "study of factors," and held that the matter was not authorized by the Constitution, and protested at the tendency of "increasing the federal Government's power, encroaching upon the state and the individual and the county and the town;" and objected to the amendment.

Mr. Aldrich supported Mr. Bailey in so far as to object to "any attempt to give the Secretary of Agriculture the right to fix the grades of grain."

Senator Rayner of Maryland said he believed the amendment would still enable the secretary to fix the grades.

Finally, Mr. Warren withdrew his substitute amendment; whereupon, speaking to the Bailey amendment, Mr. Rayner said:

Yesterday I referred to the case of the United States vs. Boyer. I thought perhaps I might have made a mistake about it, because I did not then have the case before me; but in sending for the case this morning I found that I was right in my recollection of it, and that it sustained the principles I announced in the Senate.

This clause might be in the old law; but my trouble about it is not that. The language here is different from the language that is in the old agricultural appropriation act; it is more concise; but in being more concise, I am afraid that it gives much greater powers. Now, let us look at it for a moment. The motion is to strike out the clause—

"For investigation the handling, grading and transportation of grain and the fixing of definite grades thereof."

My trouble about that is that the House of Representatives has put it so concisely that the Secretary of Agriculture, under that provision, will have a right to send inspectors into the states for the purpose of fixing the grades of grain that the proposition refers to. I think the Secretary of Agriculture will exercise that power. I think, when you give him the power to investigate the handling, that, in order to investigate the handling, he has the right to handle, for you cannot investigate the handling of grain without handling the grain, and that would, either by implication or by express grant, carry with it the power to send an inspector into a state, not only for the purpose of handling the grain that is intended for transportation—which the inspector would not have any right to do until it leaves the state—but for handling all the grain that is intended to be sold in the state.

Let me give the Senate this case and see how far it goes. I ask the attention of the Senate to it. This is the case of the United States vs. Boyer, which was decided by a district judge. There was no appeal taken to the Circuit Court of Appeals or to the Supreme Court, because the Government had no right at that time to take an appeal, but upon a careful examination of authorities, I find that there has been no reversal of that decision.

"The acts of Congress found in First Supplement, Revised Statutes, page 937, and Second Supplement, Revised Statutes, page 403, whereby the Secretary of Agriculture was empowered to have made a careful inspection of cattle, sheep and hogs at slaughterhouses located in the several states, which were about to be slaughtered, the products of which were intended for sale in other states or foreign countries, were enacted without any constitutional warrant, and are therefore void."

I should like to ask the attention of the senator from Wyoming to this case. I think it relevant to the discussion that is proceeding now:

"The rules and regulations made by the Secretary of Agriculture in pursuance to such statutes, whereby inspectors are appointed and placed in packing houses within the states to inspect cattle, sheep, and hogs which were about to be slaughtered, or their carcasses when slaughtered, and the products of which were intended for sale in other states or foreign countries, having been made in pursuance of the acts of Congress referred to, supra, were likewise made without any constitutional warrant, and are therefore void."

I only intend to quote the conclusion at which the court arrives. In rendering the decision the court said:

"From these authorities it follows that—

"When the [interstate] commerce begins is determined, not by the character of the commodity, nor by the intention of the owner to transfer it to another state for sale, nor by his preparation of it for transportation, but by its actual delivery to a common carrier for transportation or the actual commencement of its transfer to another state. At that time the power and regulating authority of the state ceases and that of Congress attaches and continues until it has reached another state and become mingled with the general mass of the property in the latter state. That neither the production nor manufacture of articles or commodities which constitute subjects of commerce, and which are intended for trade and traffic with citizens of other states, nor the preparation for their transportation from the state where produced or manufactured prior to the commencement of the actual transfer or transmission thereof

to another state, constitutes that interstate commerce which comes within the regulating power of Congress." (In re Greene, 52 Fed. 113.)

"The Jacob Dold Packing Company, therefore, while engaged in the slaughtering and packing cattle, sheep and hogs within the state of Missouri, the carcasses and products of which they intended to transport and sell for human consumption in other states and territories, or in foreign countries, were not engaged in interstate commerce; and, not being engaged in interstate commerce, their business was in no sense subject to be regulated by Congress under the interstate-commerce clause of the Constitution. The cases which I have quoted sufficiently indicate that the regulations which the Secretary of Agriculture under the act of Congress sought to exercise and which are alleged in the indictment are clearly and exclusively lodged in the state of Missouri and not in the Government of the United States."

I want the senator from North Dakota to understand that I do not here draw any distinction between intrastate and interstate commerce. The provision is perhaps not subject to the criticism that it would apply to commerce within the state.

Mr. Aldrich: What is the date of that decision?

Mr. Rayner: The date of that decision is February 28, 1898, and it was rendered by Judge Rogers in the District Court for the western district of Missouri in the case of the United States vs. Boyer, 85 Federal Reporter, 425.

Mr. Rayner: I want to explain that, for under the present law there is the same provision. The senator from Indiana [Mr. Beveridge], in a number of addresses he has made here, has always contended that we had the right, under the clause to regulate commerce, to send inspectors into the states, and I have always assumed that the Congress had passed upon it. I wrote to the Attorney-General and asked him whether there had ever been a reversal of the decision in this case, which never went to the Supreme Court of the United States.

I also asked him whether this was so under that law. He said yes; that the same provision which had been pronounced to be unconstitutional was in the present law, and that if this decision should be sustained, the law would be pronounced unconstitutional. I want the senator from North Dakota to understand that I am not criticising it because it does not draw the distinction between intrastate and interstate commerce. It does not draw that distinction. That is not the object of my criticism. I criticise it upon a broader ground. I say that, under the power to investigate the handling and the fixing of definite grades, the Secretary of Agriculture could assume, and perhaps would assume, if the emergency of the case required it, the right to send inspectors into a state for the purpose of inspecting grain in order that he could properly investigate its handling and properly fix its definite grade.

I say, therefore, that whether it is in the old law or not it is legislation that ought not to be in an appropriation bill, because if you are going to appropriate money you ought to define the purposes for which the money is appropriated. I do not propose to discuss that question to-day, because it is too broad a question to discuss in an argument upon an appropriation bill, but you ought to define the purposes upon the face of the legislation, and unless these purposes cover some of the enumerated powers of the Constitution, I hold that you have no right to make the appropriation.

I do not believe in the doctrine that you can make an appropriation for the general welfare of the people, and I do not believe that you can make an appropriation to be expended by the Secretary of Agriculture for the purpose of fixing definite grades of grain, because I think that carries with it a power that has already been pronounced unconstitutional by the courts, and that is the power to send into the states inspectors for the purpose of carrying out the provisions of the act, both in reference to intrastate commerce and in reference to interstate commerce. I am very much afraid of this provision.

Mr. Warren: So that the matter may come up in the way it is intended—this is an unperfected provision—I move to insert, after the word "the," in line 8, the words "methods of," so that it will read:

"For investigating the methods of handling, grading and transportation of grain, etc."

Mr. Rayner: Would the senator from Wyoming be willing to insert a provision that the Secretary of Agriculture shall be precluded from the right of sending inspectors into the states or from appointing inspectors for the purpose of carrying out the provisions of this clause? I think a provision of that sort would cover it.

Mr. Warren: I would be unable to do that, because in some of the states, particularly in the Western states, in certain lines of business, they have inspectors; for instance, in connection with the scabies in sheep; and the states have invited the department to send inspectors in, and they have sent them in, acting in a way for both the state and the general Government.

Mr. Rayner: But, Mr. President, they have no right to invite the Government to send inspectors into a state and the Government has no right to comply with such a request. That was this case. This was an invitation to governmental inspectors. I deny the right of any body of men to ask the Government—and I deny the right of the Government to accede to the request when made—to send inspectors into a state for the purpose of inspecting any commercial industry within the state.

Mr. Warren: Mr. President, the senator is rather

vehement over the language I used, which was, perhaps, unfortunate.

Mr. Rayner: I thought it was used with deliberation.

Mr. Warren: The states provide that the United States inspectors under the quarantine which guards the lines of the states may work in harmony with the state and the states instruct their inspectors to work in harmony with the United States inspectors. To say that the United States inspectors shall not come into the state when they are guarding the lines of the state under the quarantine would be going further than I want to go.

Mr. Rayner: That is entirely a voluntary arrangement. That is not an arrangement even under color of law. For instance, they have quarantined my state in reference to infectious diseases of cattle. I told the Secretary of Agriculture the other day that he did it in defiance of law; but he sent inspectors into Maryland for the purpose of killing cattle. I suppose he did it at the suggestion of the sanitary officers of my state; and he has practically until to-day quarantined the state of Maryland as a result of the inspection which he has made in the state of Maryland, and which he has no right to make.

Mr. McCumber: It had never occurred to me that a paragraph in the law providing for the inspection of the ravages of insects upon cotton necessarily forces the Government into the raising of cotton or into the cotton business. Neither has it ever occurred to me in the slightest degree that a law which provides for the investigation of the transportation of adulterated or misbranded articles of food necessarily forces the Government into the manufacture of food products. Neither do I admit for a single moment that an investigation of the methods of grading and inspecting grain in vogue throughout the United States would necessarily force the Government into the act of grading and inspecting grain generally. All of these inspections can be carried on without any possible question without the Government entering in any way into the business itself. There are in this bill about half a hundred different provisions for investigations, and if the senator's contentions were correct and the provisions referred to should remain in the bill, the Government would go into about half a hundred different lines of production with which it has nothing whatever to do.

Mr. Rayner: Mr. President, I consent to that proposition that such action would not necessarily embark the Government in this occupation; but that is not my point at all. My point is that by implication it gives the Government the power to embark in it if it wants to do so. My proposition is that when you give the right to investigate the handling and to fix the grade, you carry with it by implication the right of inspection—an unconstitutional power.

Mr. McCumber: Mr. President, not a bit more than when you give to the Government of the United States the right to investigate the methods of raising cotton you give it the right to go into the raising of cotton.

I would not take any time in the discussion of this matter did I not know to a certainty that the matter is one in which the entire Northwest is most vitally interested. It does seriously affect our interests. The present provision of the bill does not ask the Secretary of Agriculture to fix a standard of grades, to be followed by any one or at any one of the great terminals in this country. I do not understand that the old law is changed in the slightest degree. I have no objection whatever to the modification that has been suggested by the senator from Wyoming [Mr. Warren], for the reason that, as I contend, they mean exactly the same.

The secretary cannot make grades that will bind anyone unless he is limited in those grades to interstate commerce, and this bill does not pretend to limit him in any way, nor does it bind anyone to follow out the rules that he might make with reference to what would be a proper grade of any particular grain.

Mr. President, the state from which I come has by its Legislature again and again petitioned Congress for a law providing for better inspection and grading of grain. The Tri-State Grain Growers' Association, consisting of grain growers of the states of North and South Dakota and Minnesota, has again and again passed resolutions in favor of such a provision. The American Society of Equity, representing the producing element in this country, has again and again resolved in favor of the better inspection of grain. I am ready to take up that question and consider it from the legal standpoint and from any other standpoint whenever the Senate gets ready to discuss that proposition. But it is not in the bill before us to-day.

The provision before us to-day simply seeks to allow the secretary to proceed with the same investigations that he has been making in the past few years, which investigations have very materially assisted us in securing proper grades at the great terminals, over which we have no control whatever.

In order to show to the Senate just exactly what the farmer has to contend with in his dealings at the great terminals, I am going to ask the secretary to read a little portion from the hearings that were taken before the committee on agriculture. Let me again make this one point clear, that all grain is sold by grades; that the value of grain to the farmer does not depend so much upon its actual quality as upon the grade that is fixed upon that grain at some great terminal point; and as the grade fixed at the terminal points fixes the price that will be paid in the field of consumption, there-

fore that grade, by reaction, always fixes the value of the particular grade in the field of production. If the grades that are fixed upon the grain at the great terminals are below the actual grade—for in selling the grades are really higher than they actually are—then they force a value less than the actual value in the field of consumption, which, by reaction, fixes a lower valuation of the higher grade in the field of production. Anyone acquainted with the commerce of the country will know this rule to be absolutely correct.

Having made that statement, I want to speak a little of the methods that are in vogue in the different terminal sections of this country. It has been stated again and again, and properly stated, that, after all, the value of our grain is fixed by the foreign demand, and that Liverpool and other great central points of consumption fix the price of the product in this country. I admit that is absolutely true. I make the statement that the practice is almost universal at every one of our ports of export to send abroad adulterated grain, much below the real grade that is fixed upon it; so that grain that ought to have been certified from the port of Baltimore or New York or New Orleans, we will say, as No. 3 or No. 4, is certified as No. 1 or No. 2. The purchaser on the other side ascertaining that the American No. 1 and No. 2 do not measure up to the American standard of No. 1 and No. 2 will only pay a No. 3 or a No. 4 price for those grades, and that price, by reaction, always fixes the price again at the point of consumption.

We have no power whatever over the grade of grain at these great terminals. There ought to be some forum where every man, the producer, the consumer, or the middleman, could be heard as to the matter of grade. If the producers in Texas or Kansas or the Dakotas are satisfied that the methods of handling grain in Chicago or New Orleans are inimical to their interests, there ought to be some forum where they can be heard. They cannot be heard at these terminals, and in most cases at the terminal points there are no great agricultural interests whatever. As a result, every rule or law is made in favor of the purchaser and against the producer.

Let me call the attention of the senator from Maryland to some of the evidence that was taken before the agricultural committee. It appears as a fact that is given to us—I cannot vouch for the truth of the fact, except that it is given in the testimony before the committee on agriculture—that the Board of Trade at Baltimore were quite anxious to divert the export trade of grain from New York to Baltimore. Especially was this true in reference to corn. They made special bids; they gave perhaps pretty good grades, and they got an immense amount of grain, which otherwise would have gone to the port of New York. After they got loaded up it was found that they could not handle that grain to advantage without considerable loss. The only thing that was left to them to do to prevent that loss was to raise the grade of all of the corn that was in that city at that time one or two grades, and unload it upon the foreign purchaser at a grade or two higher than it was purchased.

Mr. Rayner: On behalf of the Baltimore Board of Trade I must absolutely deny the truth of that statement. I do not know what witness testified to it. I want to say, furthermore, to the senator from North Dakota—I do not know whether or not he is a member of the agricultural committee—that the Board of Trade of Baltimore contends that it was denied a hearing before that committee. Whether or not it had any hearing I am unable to say; but it asked for a hearing, and it was told that a hearing would be afforded, but that hearing was never had; and the Board has sent a protest to the committee denying, among other things, the very statement the senator from North Dakota makes. I do not want that statement to go into the Record uncontradicted, for the Board of Trade of my city consists of some of its most prominent and distinguished citizens.

Mr. McCumber: But the statement before the committee appears to be supplemented by the evidence of the foreign purchasers claiming exactly the same character of fraud was perpetrated upon them. I cannot say what denials have been made. I know that the Board was represented, as was every other one of these great boards interested in the purchase of the farmer's wheat for a less grade than it is entitled to, and interested in selling it at one or two grades higher than it is entitled to. The attorneys were here; they had their hearing, and it was closed before we put in any evidence whatever on behalf of the farmers throughout the United States. Great lobbies and attorneys have been here to protect the interests of these great purchasers. The farmers are not sufficiently organized to-day to make their wants felt, but I desire to say to the Senate of the United States to-day that that organization is going on and the time is not very far distant when what they desire and what they believe to be for their interests will be listened to by the Senate of the United States.

Mr. Bailey: I merely want to remind the senator that we heard the same kind of talk in the old Alliance days, and they did send some men to the House and the Senate, but they could not in this American country induce the farmers of the United States to demand special privileges for themselves any more than they want special privileges granted to other people.

Mr. McCumber: I would ask the senator if he considers that a demand for honest and efficient grading is a demand for a special privilege? That is their demand to-day—not for special laws in

their favor, but for the honest grading of grain throughout the United States, and that it shall be graded, not by the man who is the purchaser of the grain or someone appointed by him, but graded by those who are capable and who are under no influence whatever that would tend to make them deviate in the slightest degree from what is absolutely right in fixing the standards.

Mr. Bailey: I do not think one man ought to cheat another in buying grain or in selling cotton or in trading horses; but if they do it, I do not think it is a matter of federal concern. I should leave them first to themselves and their consciences and the contempt of their neighbors; and when they were not sufficient to effect a reform, I would at least not go beyond the police power of the states to suppress swindling.

Mr. McCumber: My question was whether or not the agricultural interests of this country were asking for special privileges when they are demanding that they have facilities for the honest grading and inspection of their grain.

Mr. Bailey: And my answer to that is that when any class or any occupation comes to the American Congress and asks it to interfere with the details of conditions of any occupation within a state, it is not only asking for a special privilege, but it is demanding of us that we violate the Constitution of the United States.

Mr. McCumber: Not in the slightest degree. We never violate the Constitution of the United States when we pass a law that is sanctioned by the Constitution which will protect the people against fraud in any manner. That is all we are asking for in this particular instance. The same philosophy would apply to the railroad rate bill. The senator might just as well say that if the transportation companies doing an interstate business saw fit to exact from any section of this country more than they ought to, we should leave the matter entirely outside of legislation and let them fight it out to their best advantage. But the principle is this: When the conditions are such that it becomes necessary for the Government itself to exercise those functions which it can exercise for the protection of a people who have no other right than those which they can secure from the Congress, then it becomes the moral duty of the Congress to give them that protection.

Mr. Bailey: If the senator had yielded to me a little sooner, I would have saved him the mistake he has made in the heat of debate. When the senator from North Dakota reads his remarks wherein he sought to draw an analogy between the regulation of railroad rates and the regulation of the purchase and sale of private commodities by private individuals, he will at least regret having incorporated that statement in his remarks.

The senator knows—and no senator knows it better than he does—that the power not only of the federal Government, but the power of the state government over a transportation company is essentially different from its power over private transactions; and when the senator attempts to put those of us who oppose a governmental interference with private transactions in the attitude of likewise opposing the governmental regulation of a public-service corporation he does no credit to his candor.

Mr. McCumber: I do not think the senator from Texas will deny the right of Congress to intervene for that purpose so long as the subject is an article of interstate commerce.

Mr. Bailey: Will the senator from North Dakota further permit me?

Mr. McCumber: With pleasure.

Mr. Bailey: We can bring this matter to a test from which no skill in argument can extricate the man who is wrong. The senator from North Dakota agrees with me perfectly that Congress can fix the rates which transportation companies shall charge on interstate commerce. Does the senator from North Dakota maintain that the Government of the United States can fix the price of grain?

Mr. McCumber: There is no such thing contemplated or hinted at in any way.

Mr. Bailey: I know that.

Mr. McCumber: If the senator will ask me a question within the bounds of reason, I shall be ready to answer it.

Mr. Bailey: I thought it was rather beyond reason, but I was following the senator, and I had to follow him out of the realm of reasonable inquiry. I only wanted to accentuate the fact that there is all the difference in the world between the power of Congress over the question of interstate transportation, as well as the power of the state over intrastate transportation, and the power of either of them or both over the private transactions of individuals.

Mr. McCumber: Congress has power to determine whether or not certain explosives shall be transported from one state to another. It has a right to fix the rules for the handling of those explosives, how they shall be boxed and packed, and so forth. All of this is done for the purpose of protecting the individual against injury. Congress has also the power to say that there shall not enter into interstate commerce certain articles which are falsely branded, so as to deceive. Congress has the same right to say that a load of grain shall not be certified as No. 3 under certain rules, when, as a matter of fact, it would pass as rejected under those rules, and would therefore operate to deceive and defraud the purchaser. That is as far as I contend we have the right to go, and I claim we have that right without possible question.

Mr. President, the senator from Maryland [Mr. Rayner] seemed quite desirous of having read be-

fore the Senate the case to which he referred several times. No one has denied the proposition laid down in that particular case. No one has had the temerity to assert that the agents of the Agricultural Department can go into a state, can take possession, can grade, can inspect, or handle in any way an article of commerce before it enters into interstate commerce; and that is all that this case holds.

But, Mr. President, I stated that I was going to ask for the reading of a part of the testimony, so as to bring right home to the Senate the difficulties we have to contend with, and to show that there ought to be some forum where the farmer, the agriculturist of the different states, can seek redress as against a fraud perpetrated upon him in another state. I will ask the secretary to read from pages 11 and 12 the portions in quotations. I will state that the testimony which I ask to have read is that of a member of the Board of Trade of the city of Chicago, who for seventeen years has been engaged in handling and selling grain upon the board, and his evidence is directly in reference to the grades that are allowed in that section.

The secretary read [in part] as follows:

"There is not a grain man in the world familiar with this market who will buy a public warehouse grain receipt and remove that grain from storage under any circumstances without an absolute knowledge of the grain he is going to get from that elevator. The standards of the public warehouse receipts are in dispute simply on account of this system and the inspection department, which places the whole value on those receipts. * * *

"Another witness testified:

"There are grades in our market of No. 2 and No. 3 yellow corn. These elevator companies also had private elevators, which were not under the control of the state inspection. They would buy both grades to go to store and sell the No. 2 yellow in New England. I noticed from the inspection sheets that these companies very rarely inspected any yellow corn out of store. It always came out No. 2. And I notice I had that competition to meet at the other end from the elevator companies. In other words, they adulterated their goods, to be plain. They didn't give the trade East what they claimed to, although they gave them the inspection certificate of out inspection.

"I have stated that these men deal in grain and deal in such a way that it operates to the detriment of the shipper, to the detriment of the buyer, and to the detriment of the speculative public, and that their ally and their chief assistant is the state inspection department."

"Another witness testified:

"The present inspection at Chicago, which is our principal market, and upon which we must depend at most times, is absolutely unreliable and without any stability whatever."

"Again, he says:

"Other cities are just as bad. It is possible today for a commission man to go to an inspector upon the exchange and have a sample of No. 4 white oats changed and marked from No. 4 white to No. 3 white without the formality of a resampling."

Mr. McCumber: The same witness goes on and shows another condition in that city which would be interesting to any senator who has not already made up his mind upon this proposition, and certainly interesting to those who are unacquainted with the methods of handling grain. He shows, for instance, that five persons own from half to three-quarters of all the grain-elevator capacity in one of the greatest cities in the United States, and they purchase the farmer's grain at as low a grade as possible and put it into their own private elevators, then mix it up with still lower grades, then put it back into the public elevators and certify it from those elevators out one or two grades higher than it is entitled to.

Now, all of the grain being sold for future delivery under the rules must be purchased upon the certificates at those terminal points. When the time arrives to have these certificates delivered and the grain turned over to the purchaser, the purchaser knows that the grain certified out as No. 2 is a poor quality of No. 3, and he will refuse to accept it, because he knows he cannot sell it. He therefore is compelled to liquidate, as they call it in the trade; that is, sell out at a loss. The owners of these great elevators stand ready to buy it in at the depreciated price. Then they resell for another future delivery, and when the time comes around again for the same reason the purchaser will refuse to accept the grain at that grade. They buy it in again at another loss to the previous purchaser, and so continue this endless chain.

Now, what effect has that upon the market at home? It has this effect: Every senator knows that the price of a commodity is determined by the visible supply. There will be shown to be a very large visible supply of grain of contract grade, when, in fact, there is not one-tenth as much in that city. If the true facts were known what the visible supply was, it would be known that there would not be enough grain at that locality to meet the demand. The result would be that it would send the prices upward to a considerable extent. This method of handling grain, as I have indicated, operates always to drive down the price to the producer. How would that be remedied? If we had Federal inspection which would show exactly what the grain in the elevator was and that it was of a lower quality than it was certified out, then the natural result would be that it would raise the value of all the grain throughout the country.

There has been read—many senators possibly were

not paying attention to it—the fact that in the state of Iowa they raise what is called a "yellow oat," a splendid oat. They have the Chicago market, and for years they have always gotten a certificate upon those oats that they were colored and spoiled. They could not get the honest grade upon them, although they were superior in many instances to the white oat.

Let me give one other example of inefficiency. I desire to call the attention of the Senate to this fact in the matter of grading.

Mr. Tillman: I am interested in the matter of the farmer getting a just and reasonable price for his product, and I should like to ask the senator a question. Is there no method by which grain or cotton, having entered into interstate commerce and been shipped from the state producing it and gotten into the central markets, like Chicago and New York, can be inspected and a certificate as to its grade or quality be attached so that there will be a protection to the producer, if not directly—supposing he did not ship—then indirectly by the effect on the price? Is it not possible to do that without undertaking to invade a state and to inspect and grade the product at the shipping point?

Mr. McCumber: Oh, no. I do not know of any other way whereby it is possible to do it.

Mr. Tillman: The complaint is always at the receiving point?

Mr. McCumber: Always.

Mr. Tillman: There is no trouble at the point of departure or production. It is always the rascal in New York or Chicago who is endeavoring to undergrade the cotton of the man in South Carolina or the grain of the man in North Dakota.

Mr. McCumber: Very well.

Mr. Tillman: Why do you go to the wrong end to inspect instead of going to the right end?

Mr. McCumber: If the senator had been listening to the argument, he would have found out that he is in error in making that remark. That is just exactly where I am going. I want to go to the port of New York and to the other great terminals and do the grading there as the article enters into those terminals before it is unloaded and while it is still interstate commerce.

Mr. Tillman: Why do you want to investigate a thing that is well understood?

Mr. McCumber: And then have the grade put on it by the Government, an honest grade, and that grade will follow it throughout to the field of consumption, and that grading will encourage those who want to give the farmer or the producer of cotton or grain the grade his product is entitled to, to do so.

Mr. Tillman: The methods of these robbers in New York in dealing with cotton are so fully understood now that we do not need to investigate. So it is, as the senator has just shown by the letter he had read, in regard to grain, oats, and so forth, in Chicago. Why do we want to run to the wrong end of this thing to remedy it when the plain facts lie before us, and all we have to do is to provide for such inspection of articles already entered into interstate commerce—cotton and other farm products—at the ports of shipment?

Mr. McCumber: That is exactly what my bill provides.

Mr. Tillman: Do you mean this amendment?

Mr. McCumber: No; but the matter we have been discussing, upon the right and the duty of the Government to grade in interstate commerce.

Mr. Tillman: But you want to grade it at the wrong end. I want to grade it at the place where the product has already gotten out of intrastate commerce and become a subject of interstate commerce. When the cotton gets to New York, let us grade it there; when the grain gets to Chicago, let us grade it there; and do not let us go back to Iowa and Dakota to do it.

Mr. McCumber: I agree with the senator, and I gave it as one reason why I thought the amendment which went out on the point of order was absolutely useless. The senator does not disagree with me at all as to the proper place to begin the work.

Mr. Tillman: I do not understand the senator's [McCumber's] argument at all. But from what I have been able to hear of the contention of the senator from Maryland and the senator from Texas, they object to your entering into the state of production and undertaking to inspect and grade it there. They do not object, as I understand, to having the United States Government inspect and grade and protect by any legislation possible here after it has reached the point of delivery.

Mr. McCumber: Oh, yes; they object to grading at any period or at any time.

Mr. Aldrich: I should like to ask the senator from South Carolina a question. Would the producers of cotton in South Carolina be willing to have a clerk in the New York custom house fix the price of cotton for the planters of his state?

Mr. Tillman: The price is not what we are discussing; it is the grade.

Mr. Aldrich: When he fixes the grade, he fixes the price.

Mr. Tillman: It depends entirely on whether the man in the custom house in New York is an honest man or some dead-beat politician, who is to be put into the position in order to get the salary.

Mr. Aldrich: The senator from South Carolina knows as well as I do what kind of a man he is likely to be.

Mr. Tillman: Then I do not want anything to do with such cattle.

Mr. McCumber: I think the senator from South Carolina and also the senator from Rhode Island will agree that they would rather have a clerk

under the provisions of the law relative to the appointment of clerks for the Government, if he was under the civil service, to certify it than to have a man appointed by the purchaser to certify it. I think the chances are a thousand to one that we would get nearer an honest certification if we had an independent person to certify it than if we selected one who was appointed by the purchaser and who wants to have it certified as low as possible. I think that is an answer to that.

I want to show another very bad condition that we have to meet by having no way of revising or going over the methods of grading at the terminal points. In this same document, the testimony that was taken before the committee on agriculture and forestry, there is one statement which affects all of the great terminal points at certain seasons of the year. One man inspected in less than half a day 250 cars of grain. That meant that he had to walk down one side for $2\frac{1}{2}$ miles and walk up the other side for $2\frac{1}{2}$ miles and inspect from both sides. That was a physical—

Mr. Tillman: Who did that?

Mr. McCumber: That was one of the graders in the city of Chicago.

Mr. Tillman: In whose employ?

Mr. McCumber: Under the employ of the Board of Trade.

Mr. Tillman: And they were managing and manipulating it in order to steal the farmer's grain at a lower price than they ought to have paid?

Mr. McCumber: I am letting the senator draw the conclusion. I am giving the fact.

Mr. Tillman: I am talking plain English and the senator is using "shenanigan."

Mr. McCumber: I do not call it "shenanigan." I am giving the fact, and I will let the senator draw any conclusion and apply any kind of language he sees fit. But the fact remains that one inspector in half a day inspected 250 cars. The fact is apparent that he could not do any more than make a rough guess, and that those 250 cars of grain must therefore necessarily be sold under 250 guesses. Is not that true? Now, remembering that this inspector is employed by the man who is purchasing that grain, are not the chances that the guesses will be in his favor, and not in favor of the producer?

Mr. President, I do not want to discuss this matter any further than is necessary. I simply want to allow the Secretary of Agriculture to go on with his investigations. I want him to investigate—I do not care what language you put it in—the methods of grading in the different sections of the United States. That he has done so has helped us out very materially. As I said yesterday, we are getting better grades because the great terminal points know that the Secretary of Agriculture is watching their operation, and if it is carried on to such an extent that it becomes too gross a robbery the publicity that will be given to it will be such as to insure a federal inspection of grain.

The Vice-President: The question is on agreeing the amendment proposed by the senator from Wyoming [Mr. Warren].

Mr. Warren: Presuming that the committee has a right to perfect the amendment, I wish to withdraw the amendment I sent to the desk a few moments ago and to offer it in a different form, commencing in line 9, after the word "and," and inserting what I send to the desk, beginning with the word "for."

The Vice-President: The secretary will read the amendment as modified.

The Secretary: On page 16, line 9, after the word "and," insert:

For a study of the factors entering into the usual operations connected therewith, \$52,440.

Mr. Johnston: How would it then read?

Mr. Warren: Let the whole clause be read as it will then read.

The Vice-President: The secretary will read the clause as it would read if amended as proposed.

The secretary read as follows:

For investigating the handling, grading and transportation of grain and for a study of the factors entering into the usual operations connected therewith, \$52,440.

The Vice-President: The question is on agreeing to the amendment proposed by the senator from Wyoming.

The amendment was agreed to.

The bill as it was amended by the Senate was sent to the conference committee of both houses, by whom the item was passed as agreed to by the Senate, thus continuing the laboratory work for the future.

Australia sent 32,000,000 bushels of wheat to the outside world in 1907; in 1908, it shipped only 16,000,000. During the four years ending with 1907, India's wheat crop averaged 320,000,000 bushels, and in 1907, it sent \$35,000,000 worth of the grain to England. In 1908, the crop was only 214,400,000 bushels, and it had scarcely any to export. This shows from how many directions the wheat trade of 1908, with Europe's own deficient crop, has suffered. The Indian crop now approaching harvest is believed, fortunately, to be well up to normal, and Australia is reckoned on for a crop of 88,000,000 bushels, as against 72,000,000 in 1907.

A LIKELY PAIR.

Our pictures on this page are facsimiles of two grain elevators owned by Wait & Dana (Incorporated) and located at Corsica and Stickney, S. D. Both houses are located on the C., M. & St. P. road in the adjoining counties of Douglass and Aurora, and are of recent construction and, therefore, modern in every way. The Stickney house is equipped with a Fairbanks Engine, while the Corsica house has an International. All the en-



WAIT & DANA'S ELEVATOR AT CORSICA, S. D.

gine piping at Corsica is underground, even the muffler, which does away with all the noise. The houses are cribbed and equipped with Howe



WAIT & DANA'S ELEVATOR AT STICKNEY, S. D.

Scales. They have a capacity of perhaps 20,000 bushels each.

Messrs. Wait & Dana have been in the grain business in South Dakota for about four years, but were originally publishers of a crisp and newsy country weekly newspaper at Armour.

J. A. Garton of Acton Grange, England, has decided to establish a branch of the Gartou plant breeding business in Manitoba, specializing in wheat and oats. The company, which will have headquarters at Winnipeg, is composed of E. L. Drewry, president; William Whyte, second vice-president of the C. P. R., vice-president; T. R.

Garton, managing director, and A. M. Nanton, W. A. Black and J. A. Machray, directors. The Gartons have been working at plant breeding for twenty-eight years, the trend of their experiments having always been to produce grain, especially wheat. Their home farm at Acton contains 1,000 acres, and annually 6,000 distinct, new varieties of grain, grasses and roots are produced.

DENATURED ALCOHOL IN FRANCE.

The production of alcohol in France during the last five years has run from 2,047,000 hectoliters in 1903 to 2,710,000 in 1906, and averaged about 2,444,760, or, say, 64,590,000 gallons annually. The selling price (wholesale) was from \$8.10 (1906) per hectoliter, or about 30 cents a gallon. The raw materials used were beets, molasses, grain, wines, grape skins and other substances, rating in the order named. Beets yielded over 30,000,000 hectoliters, molasses over 12,000,000 and grain nearly 12,000,000 hectoliters. In addition France imported over 4,062,000 gallons of alcohol from Great Britain and Germany and exported 3,877,577 gallons more than she imported.

Alcohol for industrial and other purposes is denatured in France, says Consul Mason, in presence of a government official, by mixing with each hectoliter, or 26.42 gallons, of spirit the following standard denaturing mixture: Fifteen liters of methylene (wood alcohol), $\frac{1}{2}$ liter of heavy benzine, 1 gram of malachite green. The cost of these ingredients in the above quantities is about 19.86 francs, or \$3.83, which adds that amount to the price of 115 $\frac{1}{2}$ liters of denatured alcohol and imposes what many consumers consider a burdensome tax on methylated spirits. Notwithstanding this, the consumption of denatured alcohol in France is steadily increasing, having grown from 146,529 hectoliters (3,871,296 gallons) in 1897 to 593,836 hectoliters (15,689,147 gallons) in 1907.

The various uses to which denatured spirit is applied and the relative proportion consumed in 1907 were as follows, the figures of consumption being given in hectoliters: Heating and lighting, 401,230; ether, fulminates and explosives, 146,572; celluloid, 17,133; varnish, 13,386; cabinet making, 1,190; hat manufacture, dyes and colors, liquid rennet, collodion, chloroform, chloral, tanning, soaps and other chemical and scientific uses, with a total denaturation in 1907 of 15,689,246 gallons. It thus appears that the increased consumption of denatured alcohol in France is due almost entirely to two groups of uses; namely, for heating and lighting purposes, and for the manufacture of ether and explosives.

THE EXPORT CARRYING TRADE.

"Several members of the Chamber of Commerce admitted the truth of the claim made by the Canadian Department of Public Works that Canadian ports were wresting the supremacy of the Western grain export trade from New York and Boston," says the Transcript. "There are two things which make this possible. One is the existence of the Welland Canal, which provides an all-water route from the Great Lakes to Europe via Canadian ports. The other is the unwillingness of American railroads to make an adequate reduction in their rates which will give Boston or New York an opportunity to compete on an equal footing with Montreal. When the proposed Georgian Bay Canal is built, it will give Canada an additional advantage, as it will shorten the water route from Chicago, Duluth and Fort William to the St. Lawrence River.

"Even in the winter, when Boston should get a large share of the grain export business, the high rates of the American railroads prevent grain from coming here. When the ice on the St. Lawrence makes navigation impossible the export grain must be sent to some open port. The business does not come to Boston as it should, for the Canadian roads make a much

cheaper through rate. An example cited was the winter rate from Fort William to Liverpool via St. John, N. B., 22 cents, while the cost of bringing wheat from Fort William to Boston is 25 cents, with the ocean rate to Liverpool additional."

NELSON PORTER.

The "Eli-get-thar" disposition among men is not exclusively American, as we are sometimes apt to think. That kind of young men are found the world over; but many such born in the old world come to the new in the belief, which is usually justified, that progress, for the same effort, comes more rapidly here than there.

At any rate, Nelson Porter, horn at Litchfield, England, having graduated with high honors from his school and having received two first-class diplomas for drawing from the South Kensington Art Gallery, London, came to America to study technical instruction and steel work, although he had been appointed technical instructor of building construction and drawing by the Higher Education Commission of Great Britain.

After his arrival in America, he worked in the



NELSON PORTER.

large steel works at Newark, N. J., for a while; but one day meeting Mr. Richardson, the inventor of the now well-known Richardson Automatic Scale, the latter made him a proposition, which was accepted, in consequence of which Mr. Porter went to work at the Richardson Scale Co.'s plant at Passaic, N. J. After having been in the factory for some time to become familiar with the scale and its construction, he was then transferred to Virginia as salesman. Having made good down South, he was then given the position of traveling representative for the state of Nebraska, in which state and Kansas Mr. Porter traveled during the past summer, leaving a record behind him of remarkable success with automatic scales.

Mr. Porter when winter began left the road for the winter months, and is now taking a course in milling, to become familiar with milling machinery and methods. He intends going on the road again next April, but has not definitely decided as yet what house he will represent.

CORN GROWING IN AUSTRIA.

Responding to an Iowa request, Consul-General W. A. Rublee of Vienna has prepared the following review of the production of corn in Austria, published in the Daily Consular and Trade Reports:

According to the Department of Agriculture the area of corn grown in Austria covered 860,410 acres in the year 1907, and on an average for the ten years, 1897-1906, an area of 835,963 acres. The average yield per acre in 1907 was 1,080 pounds, and for the period of ten years, 1897-1906, 1,050 pounds. The price of corn, according to the reports of the Vienna Chamber of Commerce, per 50 kilos (110 pounds) averaged in the year 1907, \$1.58; 1906, \$1.66; 1905, \$1.86; 1904, \$1.54; 1903, \$1.54.

Corn is exported from Austria-Hungary only in small quantities. In 1907 the exports amounted to 3,300 tons, and on an average during the years 1902-1906, 20,020. The imports of corn, on the other hand, amounted to 111,760 tons in the year 1907, and for the years 1902-1906 to 317,020 tons. The export of corn from Austria itself is not worth mentioning. The corn crop in Austria on an average during the years 1903-1907 amounted to 451,000 tons; that in Hungary to 4,103,000 tons—about nine times as much. Corn is imported into Austria from Hungary, the amount in 1907 having been 517,000 tons.

The indigenous kinds are chiefly cultivated. Seeds are largely obtained from Hungary. The kinds known as Szekler and Banater are favored. Cinquantin and Pignoletto are also found. The American Pferdezahl (horse tooth) maize is favored as green corn, as is also a Hungarian species.

Corn serves chiefly as food for cattle and is much prized as a fattener. Green corn is largely grown as a food for milk-giving animals. But corn also serves as food for human beings. In some parts of the monarchy it is used for bread, while the meal is prepared into a sort of porridge, called "mamaliga" with the Roumanians and "polenta" with the Italians. Of late the unripe ears, cooked in salted water, are growing in favor. The inland production does not come into consideration as raw material for starch and alcohol factories.

The considerable expanse of country, about 10 degrees of latitude and as many of longitude, together with the ground configuration (elevations up to 13,000 feet), cause a great variety of climatic conditions. On the whole the climate is that of central Europe, characterized by the transition from the ocean climate of the coast countries of western Europe to the continental climate of the eastern part; but the countries on the Adriatic Sea already fall within the influence of the Mediterranean climate. The mean temperature of the year fluctuates between 13 degrees C. at Riva on the Gardasee and 0.7 degree C. at Vent, the highest place in Tyrol.

The differences in temperature during the year are very considerable. In eastern Galicia, the Bukovina, and in several Alpine valleys they amount to 55 degrees and even 57 degrees C. The mean rainfall for the several crown lands is estimated at 64 to 137 centimeters (25.2 to 53 inches); for the center of Austria-Hungary, at 74 centimeters (29.1 inches).

On account of the rather high temperature necessary for the growth of corn (mean summer temperature of 19 degrees C.), the cultivation of this plant must remain confined to relatively few parts of the country. It is grown in lower Austria, Styria, Carinthia, Carniola, Tyrol, Goritz, Istria, Dalmatia, Moravia, Galicia and Bukovina. The character of the soil is manifold, hence that also of the areas on which corn is grown. Heavy and light soil will grow maize, but even inferior soil yields satisfactory crops, as, for instance, the stony bottom of the Steinfeld in lower Austria. Artificial fertilizers are not used, as a rule.

The method of planting is chiefly by gradual throwing of the seed in layers. Hoeing is generally done by hand. Very often some side vegetable is planted in the cornfields, as beans, potatoes, turnips; mostly, however, pumpkins. At present there is no general cultivation of corn carried on.

The method of harvesting is to break off the ears and to dry them in suitable places. In view of the small crops raised by small land owners, primitive hanging arrangements beneath house roofs suffice in most cases. The grains are shelled by hand or by special machines.

The prospect of growing corn in Austria to any extent is not encouraging, owing to the unsuitability in the main of the climate. The neighboring country of Hungary offers a soil well adapted for the growth of corn and sup-

plies the deficiency in Austria. What is done in Austria in the way of corn growing is chiefly by the small land owners. The large estates take almost no share in such growth. Since last year experiments with corn are being carried on at the K. K. Samen-Kontroll Station (Imperial Royal Seed Control Station) in Vienna in the Prater. The director's name is Hofrat Dr. von Weinzierl.

J. C. ASHLEY.

The capable and reliable elevator manager at a country station is not always an easy man to find, although his "name is legion" in the Northwest. The place, however, is an excellent training school, and many an important official of the line companies of the Northwest has had his preliminary "hard knocks" at the station elevator, before moving on to better things.

J. C. Ashley, who was horn in Michigan on March 31, 1878, and was raised on a South Da-



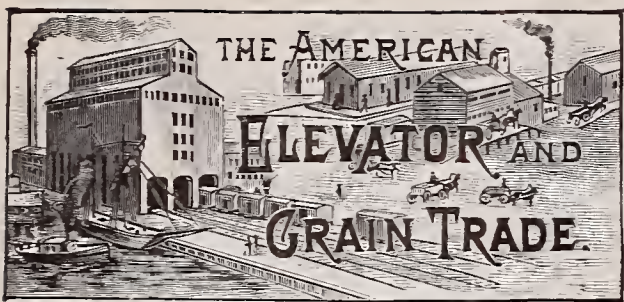
J. C. ASHLEY.

kota farm, began working at the "elevator" when only seventeen years of age, taking charge of G. W. Van Dusen & Co.'s house at Columbia, S. D. In 1899 he went to the Atlantic Elevator Company at Kensal, N. D., but in 1900 transferred to the Royal Elevator Company in the same town. He remained with the company continually until November, 1908, with the exception of two weeks in August, 1906, when he went on the road for another company as their traveling superintendent. The work was not congenial, however, and he abandoned it to return to the Royal at Kensal.

At present he is weighmaster at Valley City, N. D., having resigned as agent of the Royal Company to go to Valley City, a step which he considers an advance.

The Ratekin Seed House, Shenandoah, Ia., will erect this spring a two-story building, 50x150 feet in size.

The railroads of South Dakota will carry at half current rates, from January 1 to July 1 of each year, seed grain, consisting of wheat, grass seed, barley, rye, flax and speltz. The seed will be carried between stations in Minnesota, North Dakota or South Dakota and stations in Minnesota, North Dakota and South Dakota. It is required that in the cases of full carloads the consignees must certify, in order to secure the half rate, that the shipments are intended for seed and for no other purposes. In the cases of partial carloads no certificates are required, unless for some reason the delivering agent should decide that it would be well to demand certificates.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1909

Official Paper of the Illinois Grain Dealers' Association.

EXPORT CORN.

Mr. Shanahan's remarks at Kansas City *apropos* export corn (see page 430, February number) are mightily interesting to the American farmer, as well as grain dealer. Why is American corn in Europe worth 4 cents to 5 cents a bushel less than Russian or, perhaps, Argentine? Is it due to the condition in which it is shipped or to the character of the corn itself? Probably both. One is inclined to think our corn breeders are going at their work of "improving corn" from one side of the problem only, and thus far they have succeeded only in developing a large kernel, a small cob and a thin-skinned corn with a large germ, that is prolific enough, but which when it becomes a commodity in commerce and trade the merchants find exceedingly difficult in ordinary seasons to handle.

In practice in the export trade it has been found that, except under very favorable conditions, this corn arrives abroad at its best in a somewhat dubious condition. If not actually hot or sour its skin may be discolored, so that its physical appearance is against it, and unfortunately, even when sound, no subsequent conditioning there will improve its appearance.

On the other hand, the Argentine and Russian corn, which is of the small kernel and flinty type, absorbs less moisture in transit, and on arrival, under process of conditioning, rapidly loses its moisture and all signs of physical depreciation by responding to the conditioning treatment with a bright, fresh color that attracts the eye of the buyer, while the dull, stained, doubtful appearance of the American grain repels him.

Here, then, without laying all the blame on

the exporters, who do, in fact, often forward corn not quite in condition, is a problem for the corn breeders to take up and work out, at least for the benefit of the export trade.

SCALEAGE AT BALTIMORE.

The report of the I. C. C. by Commissioner Harlan on the complaint of the Baltimore Chamber of Commerce as to the scaleage deduction taken by the public elevators there, denies the validity of the complaint, and is also an interesting contribution to the literature of "shrinkages," now a somewhat popular topic. It is therefore republished in full in another column for the reader to digest at his leisure.

In the meantime it may be well to remind shippers to that market that hereafter their weight certificates will show the actual amounts of grain contained in the cars when unloaded at the elevators, the shrinkage thereafter falling on the owners of the grain at Baltimore and not on the shipper in the West, as has been the practice in that market, although many shippers have not known that fact. It puts Baltimore, though much against the will of some of its people, right up alongside of all other markets that pay shippers for every pound of grain they deliver at Baltimore; and it is to be hoped and expected that the report of the Commission will have its influence in putting a stop to "dockage" at Kansas City and other markets where elevator men are endeavoring to make the country shipper stand in advance a shrinkage in grain taking place long after the latter cease to own it.

SHANAHAN ON FOREIGN COMPLAINTS.

Mr. Shanahan's impromptu address to the Kansas Association convention was at least corroborative of the foreigners' complaints of the condition on arrival there of American grain. That our grain on arrival abroad, especially wheat, is disappointing, to say the least, the foreigners have frequently asserted, and Mr. Shanahan could not deny the merit of their complaint.

But is the complaint a veritable indictment? Let us see. Mr. Shanahan, among other things, referred briefly (see first paragraph under cut, page 430, February number) to the soft-hard wheat shipped out of Chicago, under the rules for contract wheat here, *apropos* which Chief Inspector Cowen, in a contemporary, said Mr. Shanahan "states it accurately," and then continued with the apology that as this mixture is "not objected to by buyers in this country," etc.. "I see no good reason to change them to satisfy foreign criticism."

Nor do others, except in this, that a delivery abroad of a "contract" grade of grain should be in strict accord with the "terms of the grade." To do that is no hardship; to do it fairly and squarely is only maintaining the traditional standard of American commercial honesty, which should be as high in the grain trade as in any other line of business.

The foreigners say, however, that what they receive (in wheat for this instance) is *not* up

to the grade description, and to a degree, as we infer from his speech, Mr. Shanahan agrees with them; and now comes Mr. Cowen, who, in the communication referred to, dwells on a point Mr. Shanahan did not refer to at all, "which would," Mr. Cowen believes, "do away with this foreign criticism. I refer," he says, "to Federal supervision of grain in transit." He continues:

As I understand it, there are no supervising or controlling influences for the protection of either buyers or sellers at the transfer elevators at any of the transfer points. This being the case, every opportunity for manipulation exists; and if this should occur, and the quality of the grain be lowered in transit, it places the Illinois inspection department in the embarrassing position of certifying to a grade on grain at terminal points that may possibly be entirely different from what it was when inspected out at Chicago, as the original certificates of inspection issued by this department are used to represent the grain finally delivered, the grain in the meantime having passed entirely out of the control of this department.

I have given this subject much thought, and have arrived at the conclusion that, as the only way to insure the arrival at terminal points of the grain originally inspected and loaded out at Chicago, it should be under Federal supervision at all points where grain is transferred in transit. This appeals to me as being much more practical and important than the proposed Federal inspection.

Now, if that is not practically conceding (with the out-port inspectors yet to hear from, of course, and with that exception noted) the entire contention of the foreigners, we quite fail to comprehend the meaning of words.

THE END IS NOT YET, THEN.

While the United States Senate had under consideration an amendment to the agricultural appropriation bill, relating to the Commission on Country Life (see Congressional Record of February 25, 1909, page 3152, second column), the following colloquy occurred:

Mr. Tillman: The senator having called to mind the name of Mr. Barrett, I will state that Mr. Barrett is now in this city, along with other actual farmers, endeavoring to get some relief from Congress in legislation to protect us against the thieves and robbers on the cotton and grain exchanges of New York and Chicago; and I hope the senator's zeal for agriculture and for genuine farmers will not "peter out" when the vote comes on those propositions.

Mr. Dolliver: I will say that I have already had the honor to report from the committee the bill introduced by our friend from North Dakota (Mr. McCumber), which undertakes to deal in a practical way with some of the dark and mysterious schemes that are practiced on boards of trade in the terminal markets of the United States.

Mr. Tillman: I hope we shall not let it die between now and the 4th of March.

Mr. Dolliver: I am afraid it will die.

Mr. Tillman: Such bills always die.

Mr. Dolliver: But I will say to my friend that it will come up early in the session of the next Congress.

Mr. Tillman: I will remember that promise.

So that is the state of the McCumber bill. If anyone thinks that "Federal inspection" is dead to stay dead, let him not deceive himself. The tendency, as has often been said in these columns, is toward it and is accelerated by the refusal of the exchanges to make any serious effort themselves toward uniformity in the inspection of grain, in letter or spirit.

The inspection standards must be made, we are told, to conform to the commercial needs of the several exchanges. This is but natural, but it ought to be seen that that fact is ceasing to be a sufficient answer to even buyers in the domestic trade, and when these, as well as many farmers, farmers' organizations, some

grain dealers and some of the exchanges themselves, ask for Federal inspection, it is within the range of possibility if not probability.

THE INSPECTION DEBATE.

A large amount of space has been devoted in this number to legislative matters, and also to the Senate debate on the "inspection" question in the United States Senate. The latter is not so important for what happened as a result of the debate as it is as a disclosure of the attitude of the Senate itself to this question. The debate took up considerable time, filling a dozen pages, more or less, of the record, yet, although an important constitutional point was involved, the entire discussion was confined to half a dozen men out of the ninety-two members of the body. Only by the vote does it appear that this august body, which on one occasion had to be called to order so that the actual debaters might hear each other, has any interest in the question.

Mr. Bailey's argument on the general constitution principle involved was interesting and no doubt sound, but the really valuable injection of thought was that by Senator Rayner of Maryland, who pointed to a specific case in which a United States court has declared the inspection of meat is not an act that can be lawfully undertaken by the Government, which cannot go into a state and place an inspector in a packing house except by sufferance, no matter if apparently some of the meat may eventually find its way into interstate commerce.

The parallel with grain is exact, but the reasons for packing house sufferance of inspection are obvious. These disappear, however, when the principle is applied to grain for equally obvious reasons, neither the sufferance, in the former case, nor the enforcement, in the latter, having, of course, any sanction of constitutionality in the present meat or proposed grain inspection acts.

STANDARD OIL CASE AND REBATES.

Shippers are beginning to understand that the reversal of the Landis decision in the Standard Oil case and the failure of the second trial mean more than the escape of Standard Oil. It is, in fact, the apparent beginning of the end of punishments for accepting rebating. Indeed, there are those who now think that Judge Grosscup and his Court of Appeals and Judge Anderson have driven a "coach and four" through the Elkins and Hepburn acts and that unless there is speedy legislation that will stand the scrutiny of the courts, there will be a speedy return to the old misery of rebates, secret rates, and so on. On March 11 the Philadelphia Ledger said:

Legal advisers of the Administration are working desperately in an effort to discover means whereby the tottering Elkins law can be made to retain its effectiveness in restraining shippers and carriers from establishing monopolies by means of rebating. The decision reversing the \$29,000,000 fine imposed on the Standard Oil Company by Judge K. M. Landis has shown the weakness of the law and exposed its vulnerable points. The successful appeal by the Standard Oil legal forces has established a precedent which can be effectively used as a basis for future defenses in cases of alleged rebating. Pending the thorough overhauling of the Elkins law's preventive points the

sudden overthrowing of the Government's cases in the Chicago courts has prompted the present Attorney-General to halt all litigation against the big corporation until a more careful survey of the ground is made. His plans are to map out a safe and conservative campaign, if such is possible, and then to pursue it inexorably.

When Judge Landis imposed his heavy fine on the Standard Oil Company he did so on the ground that it was the duty of a shipper to make reasonable inquiry as to whether or not the rate he was shipping under was according to the law. This threw the burden on the shipper, which Judges Grosscup, Seaman and Baker, of the Circuit Court of Appeals, held to be unfair and onerous. The higher court held that the Government had to prove that a shipper had knowledge of the fact that he was the recipient of an illegal rate before it could convict him. This was not done in the case of the Standard Oil Company, and, lawyers of the Administration held, would be an almost impossible undertaking in either that or any other case.

So, it will be seen, only the first stage of the game has been played—independent and small shippers, disposed to do business on the square, the "live and let live" principle, still have a deal of work ahead of them.

COMMERCIALIZING THE CORN SHOWS.

The removal of the annual corn exhibition of the Iowa Corn Growers' Association from the Agricultural College at Ames to Des Moines, where a "commercial club" has undertaken to promote an "exposition" with all the trappings of a public function, or fair, suggests the question, what will be the effect of the innovation on the real object of the Association, to wit, the improvement of the quality and yield of corn?

At Des Moines the financing of the "show," which is always a problem, is, of course, an easy matter, and the central location of the city and its other attractions will undoubtedly bring thousands of visitors who would never be seen at Ames; and the greater value and number of the premiums offered would probably stimulate also a wider competition for the prizes; but would these outweigh the fact that the change of location might mean a loss to the thousand or more young farmers who each February go to Ames to study the exhibits of the Association, to examine the corn with score card in hand under the direction of an expert, and to be instructed immediately thereafter in the lecture rooms?

Doubtless these points have been well considered by the officers of the Association, as well as the fact that studious work by young farmers in a city like Des Moines during a "great fair," with its hubbub and excitement, is hardly within the range of probability.

GOVERNMENT LABORATORIES.

The net result of the "inspection" debate in the Senate was the latter's final agreement in conference to the House item in the agricultural appropriation bill, continuing the support of the Government grain laboratories which have been at work in several important terminal and export markets for several years. Although Senator Bailey of Texas objected to their continued existence, as likely to lead up to something "dangerous," it is likely the grain trade will agree that their perpetuation was wise and will be beneficial. There are a good many things the trade does not entirely understand that happen to grain in transit, in the

drier, and so on. These are among the things these laboratories are now investigating, the results to be given to the trade as soon as the experts are satisfied their findings are conclusive and may be published as conclusive and with authority.

For example, the grain standardization experts of the Bureau of Plant Industry are now studying, with the aid of Lyman J. Briggs' "Electrical Resistance Method for Determination of the Moisture Content of Grain," described and illustrated on another page, the question of the action of atmospheric moisture on grain in transit. The pertinency of such an investigation, in respect to the problems of moisture effects on the condition of grain on arrival, on shortage in transit, "natural shrinkage," and so on, is apparent. Certain other problems also, like those in connection with the kiln drying of grain and its subsequent behavior in storage and in transit, are under investigation. So it is altogether likely the laboratories will make good \$52,500 worth, at any rate.

THE MIXING PROBLEM.

The thing awkwardest for elevator men to explain was the report of the North Dakota Bankers' Association that one terminal elevator in Minnesota which received during three months 201,267 bushels of No. 4 wheat, 116,021 of "no grade" and 59,742 of "rejected," shipped only No. 1 northern, No. 2 and No. 3, but had on hand no low-grade wheat, an anomaly involving an extra profit to the elevator of \$83,720.—Grand Rapids paper.

No, not awkward for the elevator man—it only seems so to McCumber and Dolliver, who will not understand the matter or who will persist in keeping silence when they should explain it all to the farmers of their states.

This is the more unjustifiable because not only is the evil of mixing, of which they complain, due to the carelessness and greed of the farmers, but the practice of handling foul grain by the farmers, trying to get, as they think, money for worthless weed seeds, is having the effect of fouling all the wheat lands of the Northwest.

Strictly speaking, the wheat bought by the terminal elevator men belongs to them, and, of course, as the Commercial West says, "they have the right to mix the grades as they please," just as the farmer has the legal right to mix good grain with bad on his own farm. Both must take the risk of a loss in selling the mixture. But in the end the practice of both—the effect of the mixing system—is falling directly on the farmer, who should favor his land by cleaning his wheat before seeding or selling.

NORTH DAKOTA REPRESENTED.

Minnesota has solved the problem of North Dakota's participation in the inspection of grain at Minnesota terminals by agreeing to permit North Dakota to maintain a representative on the Appeals Board at her own expense, said member to have advisory powers only. North Dakota has accepted the "boon" and will spend \$6,000 a year in that way. Let us hope the farmers of that state will find the money as well spent as the representative will probably find the job pleasant and easy.

EDITORIAL MENTION

Henry Stanbery of Decatur, Ill., has been engaged as assistant secretary of the Illinois Grain Dealers' Association.

So "they got" Christie at last—failed for \$200,000. Well, Christie & Co. must have been great spenders if all the visible and discoverable assets of the gang are only \$40,000, as stated.

The ax has fallen in Kansas. J. W. Radford, chief inspector through two gubernatorial terms, loses his head, and I. T. White of Ottawa County inspects in his stead, or will after April 1.

With Christie & Co. in the hole and a bucket-shop law on the statute book, "speculation" in Kansas is "quiet." Wonder where Wichita, the "coming grain center of the state," gets its quotations now?

Shippers to Buffalo will be interested in Alder & Stofer's letter, announcing the completion of arrangements by the Wabash and M. C. railroads to weigh grain through the Iron Elevator and Transfer Co. without any cost to the grain.

Not much kicking has been heard from the country bull during this crop. He is in favor of "gambling in grain;" he's been a buyer—a bull; and has put money in his purse. It's only the professional politician who is crying "Wolf!" at this time.

The date of the Illinois Grain Dealers' Association's annual convention at Peoria has been changed from June 8 and 9 to June 15 and 16, headquarters at National Hotel. The change was made necessary because of other conventions at Peoria on the earlier dates.

L. B. Clore, the now famous winner of the National Corn Exposition chief prize, and also a member of the Indiana Legislature, has been offered \$4,000 a year by the Russian government to spend three years in that country teaching the peasants how to raise corn. It pays to advertise—or to be advertised.

Nebraska grain men are facing state inspection of grain; but as Omaha is the only natural inspection point the dealers there are of course opposed. The Grain Exchange system under Mr. Powell is working finely—is fair, prompt, economical and pays its own way—what more can be asked?

In spite of the sane and convincing declination of the Canadian provincial premiers to go into the grain business, the radicals of the West refuse to accept the premiers' report as final. It is so much easier for a farmer of Alberta's prairie, who has not the financial ability or the foresight to house his own grain, to sweep aside all the premiers' questions as to constitutional law and financial ways and

means as trivial and unreasonable, that the mystery remains why they are still farmers and not premiers.

The thirteenth annual convention of the Grain Dealers' National Association will be held at the Claypool Hotel, Indianapolis, on October 6, 7 and 8.

Baltimore may be disappointed with the I. C. C. report on the scaleage proposition; but the market ought to remember, and congratulate itself thereon, that it is still singularly fortunate in that it has a pure public elevator system without any "pull-backs," such as exist in the quasi "public elevators" of the West.

Grain dealers in northern Vermont met at Burlington on February 20 to take up the question of a state association. The desirability of such an organization was conceded, but the actual work of completing the organization was postponed until July 8, when it was decided to ask the dealers of the state to meet at Burlington during the week of the tercentenary celebration.

The Commerce Commission, on complaint of Milwaukee against the Rock Island and St. Paul roads, has held that the joint through rate on corn, rye and oats from the West and Northwest ought not to exceed such rate to Chicago. In other words, to state a principle, it is unlawful for railroads to so adjust their rate schedules as to force commodities into a particular city or port.

It is understood at Buffalo that the Richmond Elevator is to be acquired and improved by the canal-boat interests. In view of the approaching completion of the Erie barge canal, this is of some importance, there being now no house at Buffalo that would be disposed to give the canal a fair chance with the railroads for the grain traffic eastward. The men in interest are said to control about two-thirds of the boats now on the canal.

Mr. Breed's suggestion for "quick action" on the Mississippi River improvement is a good one, as all Illinois people will say, this state having already agreed to appropriate twenty millions for the hardest part of the work of making a navigable channel from Chicago to the Gulf. Let the other states do as well in proportion, and the funds will be available without waiting for Congress to get the money, which it is now quite out of the question of her spending in that way.

Indiana grain dealers have solved the "inspection not permitted" clause of the bill of lading by securing a law that requires the railroads in that state to permit inspection whether the bill of lading says anything about it or not; so that at all inspection points in that state, inspectors will hereafter open all cars and inspect them without further authority than that which the law gives them. The law as it stands will be found on page 480. The credit for this reform and the

promptness with which they acted is due the activity of the Indianapolis dealers, who managed the whole matter with consummate tact and skill.

The Supreme Court, in *Pelouse v. Slaughter*, decided February 19, has upset current notions by holding that in an illegal transaction in futures damages may be collected by the injured party. The lower court had held that any stock or grain deal, although illegal, if accepted formally by both sides, could not be made basis of suit, a ruling which is now reversed.

A Pennsylvania man has discovered that by removing the immature ear of corn from the stalk at the "psychological moment," as it were, the ordinary cornstalk becomes sugar cane, yielding 88 per cent of juice, with an average sugar content of 13 per cent, to say nothing of the by-products of green corn, alcohol, cellulose, feed, etc. This promises to beat even Col. Sellers' eye-water as a financial proposition.

The New York Hay Exchange Association has somewhat modified the form of its weekly circular of hay quotations, but rather improved it thereby than otherwise. In noting the change the Exchange in a special circular asks all shippers to report to them "how this official information is regarded by those who are receiving it." As the information costs the receiver nothing, but the Exchange considerable, the former ought at least to respond in the manner requested, and do so frankly.

A verdict was rendered at Philadelphia in an insurance case recently that has more than a local or personal interest. A carpet factory was burned several years ago, and the insurance company refused to pay the entire amount because of a chattel mortgage clause in the policy. The insured contended that his agents, who were insurance experts, had placed the insurance, and if there was such a clause in his policy he did not know about it and should have been informed by his agents whose duty it was to protect his property. When the company did not pay he brought action against the agents. The court sustained his contention in charging the jury and a verdict of damages was awarded against the agents on that instruction.

The importance of the method of moisture testing invented by Lyman J. Briggs of the Bureau of Plant Industry, described in another column (after waiting for the space for several months), is in direct ratio to the desirability of knowing accurately the condition of grain in storage or in transit. The method is simple. An electric current is passed through the grain from one metallic electrode to another, and a form of the apparatus has been devised suitable for employment in cars and elevators. The earlier experiments were confined to wheat, but are now being made on corn in transit. Heat plays an important part, since the resistance rapidly decreases as the temperature increases, and so the temperature has to be taken into ac-

count and is indicated, another important service of the method.

The stories some of the newspapers of the "rapid spread of pellagra" in the South are more likely to be sensational stuff than real fact. Pellagra is a disease of Italy and other countries where food is so dear that many will take the chance of getting the disease by eating spoiled corn. As the Southern housewife, even the Southern negress cook, is "mighty particular" about her corn bread, the danger of the disease "spreading rapidly," as a recent correspondent of the Charleston "State" says, is rather remote.

The Farmers' Elevator Co. at Strawn, Ill., which failed recently, like the one at Seneca also, was frequently pointed to as an example of the perfect fruits of farmers' co-operation. Its failure will probably not discourage the formation of other similar ventures, even in towns where there is now ample elevator service at low cost to the growers of grain. Selfishness and envy of others' success, apparent or real, is a part of human nature. It is only when men learn by experience, as have those at Strawn and Seneca, that they take note of the fact that when every man is left to his own trade all get along best—are most prosperous, most friendly, most contented.

The "Oats Special" that has been carrying the story of improved oats through Iowa during the past two or three weeks has everywhere been greeted by large audiences of farmers and there is no reason to think the results will be less beneficial than the same sort of propaganda was a few years ago in respects to corn. That "gospel," for which the grain dealers of Iowa must be given the credit, awakened an interest in good seed all over the country to a degree that the first "Corn Specials" distinctly mark the beginning of a new era in American agricultural methods. The "Oats Special" will but broaden the interest in this great question of more grain on the old acreage.

The New York Commercial Bulletin takes quite seriously, to all appearances, the so-called movement in the Southwest, dating from a meeting in February at Hastings, Neb., to sign up the farmers with an agreement not to sell next year's crop except at prices to be fixed at a meeting of the association as soon as the crop is thrashed. It is said that 2,000 wheat growers have signed the agreement. The Bulletin's assurance that "members of the New York grain trade expressed no surprise at the inauguration of the movement, and considered its success as by no means impossible," is but another bit of evidence that none is quite so provincial and short-visioned as the New Yorker when looking toward the West. It is true the Western farmer has become well-to-do, has money in the bank and in banking, and all that, but that fact ought to be the very best assurance that the vicarious sufferings felt by promoters of farmers' associations to control

prices and pretty much everything else on earth have little interest for the real farmers who have stuff to hold in any considerable quantity.

Southern pure food officials are again seizing barley-burdened oats. It seems that the admixtures of barley are of very poor quality to start with, and also contain much offal that is actually worthless at any price. Moreover, the Southern horse, and especially the ubiquitous Southern mule, objects to the barley ration. With him barley is an acquired taste, as to which he has not yet arrived. Such being the case, the barley dope in oats going to the Southeast will have to be cut out or sold at a "long chance."

The Oklahoma Legislature has passed a bill for a law creating a demonstration farm in every county of that state. This is the idea promulgated by the Illinois Grain Dealers' Association at its last convention, but toward which there appear to have been taken thus far no other steps. The particular value of county demonstration is to elucidate strictly local conditions, which always modify general principles, sometimes to a very marked degree. Dealers should give this subject their attention and talk it over with their farmer friends in order to create the public sentiment that is necessary to secure legislation.

If "imitation is sincerest praise," George Wells of the Western Association is entitled to congratulation, since it appears that his calumniators in the Farmers' Elevator Association, at the Sioux City convention, announced an intention to imitate his mutual insurance company, while the chief bugler of the crowd took occasion to give himself airs by parading himself in purloined garments as the author of the movement to correct northwestern Iowa rates, which Wells and Commissioner Lincoln had already thrashed out and started at Fort Dodge before the Sioux City meeting. It is so interesting to see these fellows trotting along like the yellow pup under the wagon and exclaiming about the dust they kick up when the auto goes on ahead of them.

Annoyed by the success of the corn and oats specials run through Iowa by the regular grain dealers and railroads, C. G. Messerole, a prominent farmers' elevator manager in Iowa, told his people at Sioux City that, "It has been called to my attention that even now George A. Wells, in company with Professor Holden of Ames, is advertising a small grain special which will be sent out over the state at the expense of the Iowa taxpayers." It might well pay "Iowa taxpayers" to stand this expense, but, as a matter of fact, all this magnificent work for corn and oats has been done, and millions added to the annual wealth of Iowa, without a dollar's cost to any taxpayer of the state, the expenses having been shared by the regular grain dealers of Iowa and by the railroads, jointly, while the lecturers donated their time and services. Only a small mind and a pica-

yunish nature could find fault with so generous a service, even if the taxpayer had carried the cost, much less would he set out to deceive the people as to the real truth and question the motives of the people to whom all the people of Iowa, even Messerole's own stockholders, are so deeply indebted.

As the reversal of sentiment regarding deals on 'change for future delivery spreads through the Southern states and is formulated in a demand for the repeal of laws forbidding such trading in cotton and grain, many newspapers of the North are taking advantage of the May wheat situation to hammer the "board of trade gamblers" and to encourage dissatisfaction that many people feel by attributing high prices for flour and feed to "the gamblers" instead of a possible scarcity of grain. Naturally one objects to the nuisance of manipulation on 'change, but until the critics who complain of the present system can tell us how to stop "manipulation" without interfering with free trading, they ought to be under sufficient self-restraint not to encourage a dissatisfaction that is artificial, or at least that they cannot relieve or even suggest a relief for.

Mr. M. H. Davis, special representative of the millers and the Agricultural Department abroad, is still harping on "speculation" in wheat as a cause of the miller's inability to export flour. He says:

The American people pay the enhanced cost for breadstuffs brought about by speculative advances for temporary and sometimes prolonged periods, etc. In Europe the function of wheat is conceded to be the ultimate production of flour for human food. In the United States the elevator interests and the speculative element at terminal markets have more to do with the arrangement of price than the miller who grinds it into flour or the people who consume it, etc.

Mr. Davis had better confine himself to his particular quest, if he can. Such stuff as all this is pure tommy-rot; and if he cannot find other reasons for staying abroad Mr. Davis had better come home and sit for a while at the feet of the wise and sensible miller who recently wrote to Zahm & Co., who had put that very point up to him, that,

We do not think the present dullness in the flour trade is attributable to the present May deal. In our opinion, millers in this country ought to be thankful they are in a position, if they so desire, to hedge all purchases of wheat or sales of flour, etc.

In other words, this wise miller (Zahm & Co. really ought to send his letter to Davis) says the very fact that he can hedge removes absolutely from the miller, if he so desires, the necessity of taking any chances of gambling in his business. Moreover, while hedging reduces the miller's profits to a fair or legitimate one only, it does make those profits certain and takes away from him all temptation to cut prices of flour or play the fool in the market, and acts as a perpetual reminder that he must do business on business principles. A miller who hedges may fail in business, of course, but if he does it will not be because, as Davis says, "the elevator interests," etc., "arrange prices," but because of other factors which *per se* have no relation to anything that happens "on the board."

TRADE NOTES

James Milliken, president of the Union Iron Works, Decatur, Ill., and prominent in financial circles of that city, died at Orlando, Fla., on March 2.

A number of grain elevator machinery firms had exhibits at the Cement Show, held recently at Chicago, including Huntley Mfg. Co., Silver Creek, N. Y.; Richardson Scale Co., New York City, and Fairbanks, Morse & Co., Chicago.

Owners of large plants will be interested in Catalogue 32-A, issued by the Jeffrey Manufacturing Co., Columbus, Ohio, which illustrates and describes the Jeffrey coal and ashes handling machinery in power plants. The catalogue contains 72 pages and shows a number of successful plants for handling coal and ashes.

The Dubois Iron Works, Dubois, Pa., have issued their 1909 catalogue, which is an attractive book of thirty-five pages, describing their line of gas engines. The company's various types of engines are illustrated in detail and full particulars of their construction are given. The catalogue also contains a telegraphic code for the use of the company's customers.

The Williams Patent Crusher and Pulverizer Co. of St. Louis, Mo., have recently issued a large folder in which their latest improved hay, straw and grain cutter is explained. This company has taken the lead in the manufacture of equipment for grinding alfalfa and kindred products, and has a large number of successful plants to its credit. The company has a staff of trained experts in the field, and will be pleased to take up the proposition of installing complete plants with all interested parties.

The Stephens-Adamson Manufacturing Co. announces the removal of its New York office to the Fulton Building, 50 Church Street. This office is in charge of William Reinecke, who succeeds Frank McWethy. The latter has been appointed assistant manager of sales at the main office in Aurora, Ill. The March number of Conveying and Transmission, the Stephens-Adamson magazine, illustrates a number of ways of installing S-A Belt Conveyor Systems for handling grain and other materials. A copy of the magazine will be sent free to any elevator owner who will write for it.

The Missouri Valley Milling Co., Mandan, N. D., has given contract to the Minneapolis Steel and Machinery Co. for furnishing and installing the complete power plant for the new mill they are building at Dickinson, N. D. The contract includes one 12x26x36-inch Heavy Duty Cross Compound Twin City Corliss Engine, evaporative surface condenser, 300-horsepower feed water heater and purifier, boiler feed pump, pumps for fire service, 50-kilowatt, direct-current generator, switchboard and motor, one 5,000-gallon wooden water tank, oil and steam separators, miscellaneous transmission machinery, and all piping, valves and fittings.

Some important orders for automatic scales have recently been placed by large millers. About a month ago the Pillsbury-Washburn Co. of Minneapolis, Minn., purchased two Richardson Scales, each capable of weighing 1,500 pounds of wheat per charge, with a capacity of two discharges per minute. This firm have since purchased the following additional machines of the Richardson system: One automatic grain scale to handle 900 pounds per discharge for their "B" mill; two machines, each to handle 600 pounds per discharge, twice per minute, one each for their Anchor and Palisade mills; one machine of 300 pounds' capacity for their Anoka Mill. The Washburn-Crosby Co., also of Minneapolis, who are using a Richardson Automatic Scale of 12,000 bushels per hour capacity, to weigh wheat from the elevator to their five mills in Minneapolis, which is the largest machine of this type in the world, have just purchased a duplicate from the

Richardson Scale Co. for their Buffalo Mill, as well as two smaller machines, each of 300 pounds' capacity per discharge.

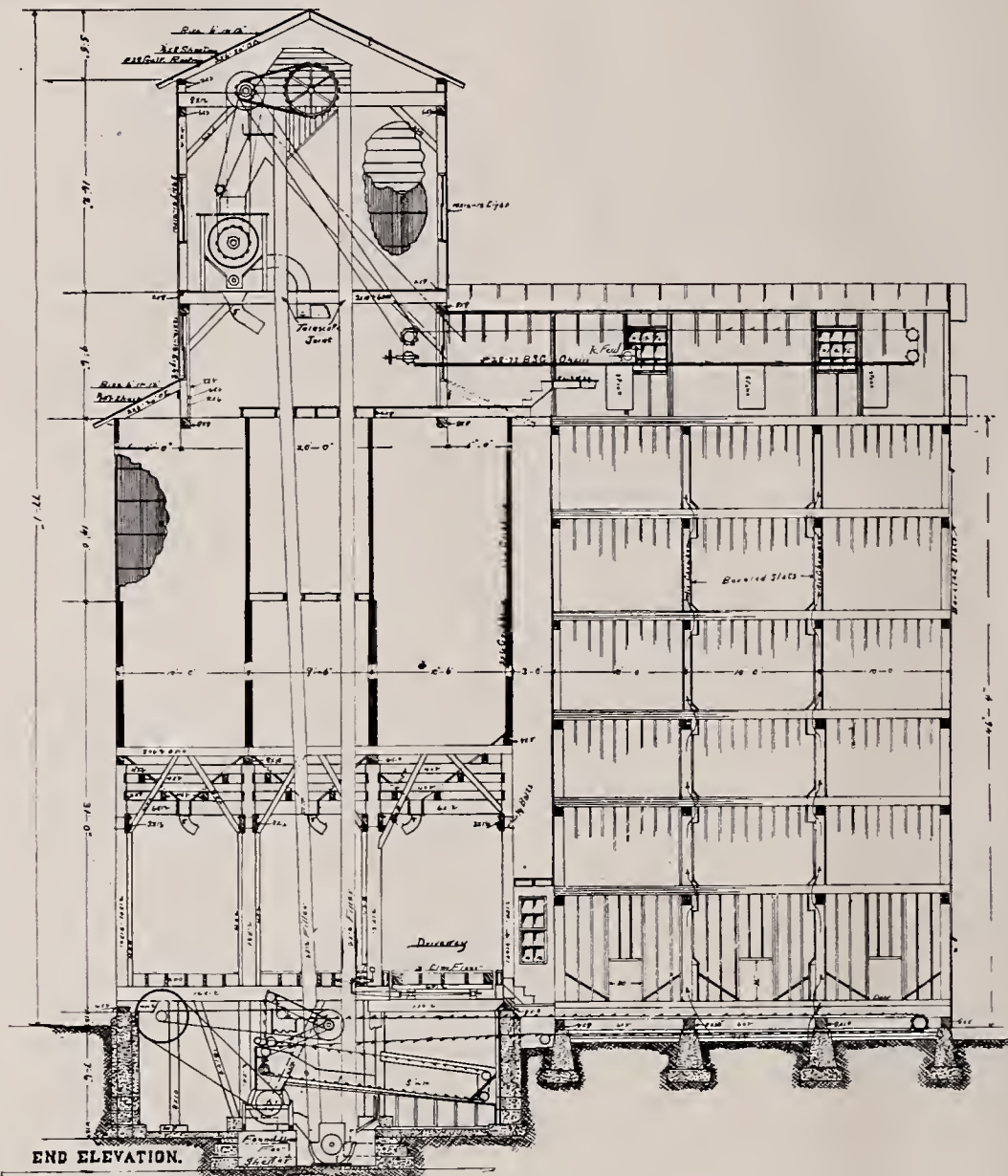
The Washburn-Crosby Co., Minneapolis, Minn., have just ordered from the Great Western Manufacturing Co. of Leavenworth, Kan., six more of their Automatic Self-Balancing Controllable Sifters. This is the third lot of machines of the above-mentioned make that the Washburn-Crosby Co. have ordered for their "C" Mill. Several years ago they installed one of the first Automatic Self-Balancing Sifters that the Great Western Manufacturing Co. made and shipped. After running the machine and testing it for several years, they placed a second order in the fall of 1908, and this was followed by the order for six machines just placed. The order was taken by L. V.

PLANS FOR AN INDIANA ELEVATOR.

The plans accompanying this sketch are those of C. M. Kerlin & Co.'s elevator at Delphi, Ind., completed July 1, 1908, by the Reliance Construction Co. of Indianapolis, Ind.

The house has a capacity of 40,000 bushels small grain and 10,000 bushels ear corn.

The dimensions of the elevator are 30x36 feet, and there is a corn crib adjoining, 18x30 feet, and power house, 21x24 feet. The machinery equipment consists of three elevator legs, with 15x17 cups, one Sidney Passenger Elevator, two dump scales and three dumps, all of which are fitted with the Reliance Automatic Dump Controller. There is also one United States Sheller, one B. S. Constant Feeder and one 500-bushel Fairbanks



PLAN OF C. M. KERLIN & CO.'S ELEVATOR AT DELPHI, IND.

Rathbun, who is in charge of the Minneapolis office of the Great Western Manufacturing Co.

At the recent meetings of grain dealers at Sioux City, Iowa, and Watertown, S. D., the Younglove Construction Co. of Sioux City distributed a large number of pocket mirrors as souvenirs. The company is nicely settled in its new location at 219 Grain Exchange, Sioux City, and reports a satisfactory line of contracts. They have recently completed an elevator at Hancock, Iowa, for G. H. Bunton of Atlantic, Iowa, for whom they built several elevators last season. This house replaces one burned last fall. They have also just completed the erection of one of their modern elevators at Belle Plaine, Iowa, for the Western Elevator Co., of Winona, Minn., whose elevator at that point burned last fall, and are now working on a small elevator for Gard Bros. of Sioux City, principally for handling corn, to be operated in connection with their present plant.

The Davenport Corn Products Manufacturing Company, at Davenport, Iowa, has resumed operations.

Hopper Scale. The corn crib is lined with galvanized wire cloth, so it can be used either for ear corn or oats; grain is conveyed to and from the cribs by B. S. Constant Drag Chain; a steam engine furnishes the power to run the elevator.

The Weller Mfg. Co. of Chicago reports an increasing business so far this year over the same period last year and also that orders for machinery have been especially large from the West and Southwest.

R. E. Smith of Sherman, Tex., on March 4 received an order from Canton, China, for alfalfa seed. The order was sent by William O'Hara, a Scotchman, who was in Sherman last summer and while there visited the alfalfa plantation of Colonel Smith east of Sherman.

The Burrell Engineering & Construction Co. of Chicago reports that prospects for grain elevator building are fully equal to last year, their banner year. To date they have received orders for six sets of plans and one contract for new elevator. They have completed a number of elevators the past two months, the contracts for which were placed last year.

CROP REPORTS

Eastern Oregon wheat prospects are reported to be the finest in several years.

Poor condition is reported from Nebraska, due to light precipitation, with practically no moisture of any consequence for a period of over two months.

Missouri reports are generally favorable. Plant is reported in good condition, although of smaller growth on account of late sowing. Acreage is fully equal to last year.

Washington conditions are reported fine. Spring wheat seeding has commenced. In many sections it is estimated that fully 30 per cent more wheat will be sown than last year.

Unfavorable reports come from Texas. The weather has been dry and reports indicate failure in winter wheat over much of the district. The Texas oat crop is also reported badly damaged.

Henry W. Walsh of the International Harvester Co., lately returned from the Argentine Republic, reports the Argentine crop as lightest in years, with drouth in the north and the grasshopper pest in the south.

Agricultural Commissioner Hudson of Georgia reports that the farmers of his state are preparing to plant far more corn and oats this year than ever before, particularly in the southwestern part of the state.

Severe winds, accompanied by unusually dry weather, have reduced Kansas prospects from last December. It is reported that in some localities the fields are swept bare and there has been little snow protection, with extremes of temperature.

In Oklahoma the winter has been dry and continued high winds have blown the soil away from the plant in many places. The acreage, both in wheat and oats, has been materially reduced. Oats planting has been unusually early. More corn will be grown in Oklahoma this year than heretofore.

The Michigan report for March reports some injury to wheat during February. With December condition at 75, two hundred and seventy-nine correspondents reported damage during the last month, and five hundred and ten reported none. The amount remaining in farmers' hands is estimated at 4,750,000 bushels.

The quarterly crop report of the Illinois Grain Dealers' Association, dated February 15, covering the state north of Paua, gives the following: 423 stations report 53 per cent of corn remaining in the country of the crop of 1908, against 41 per cent last year; 433 stations report 20.4 per cent of oats remaining in the country of the crop of 1908, against 35 per cent last year; 310 stations report condition of wheat at 70 per cent, as compared with this date last year; 311 stations report the acreage of wheat sown as 97.94 per cent of last year.

B. W. Snow's report of March 4, puts farm stocks of corn on March 1, 1909, at 869,000,000, bushels, or 33.3 per cent of last year's crop, or 90,000,000 bushels less than a year ago. The report figures corn consumption to be smaller than last year. Wheat farm reserves are placed at 123,000,000 bushels, against 138,000,000 a year ago. Oats, 230,000,000 bushels, against 216,000,000 last year. While bullish on reserves, the Snow report was mixed on crop prospects. Winter wheat condition is given as decidedly better than last December in the Ohio Valley, but worse in the Southwest, and very bad in Texas.

The last crop report from the Bureau of Statistics, Department of Agriculture, dated March 8, estimates the quantity of wheat in farmers' hands on March 1, 1909, at about 21.6 per cent, equivalent to 143,692,000 bushels, of last year's crop, as compared with 23.5 per cent, or 148,721,000 bushels, of the 1907 crop on hand March 1, 1908, and 24.6 per cent (158,008,000 bushels), the average for the past ten years of the quantity on hand on March 1. Corn in farmers' hands on March 1, 1909, is estimated at 39.3 per cent, equivalent to 1,047,763 bushels of last year's crop, as compared with 37.1 per cent, or 962,429,000 bushels, of the 1907 crop on hand March 1, 1908, and 39 per cent, or 900,663,000 bushels, the average for the past ten years. The proportion of the total corn crop which is merchantable is estimated at 88.2 per cent of the 1908 crop, as compared with 77.7 per cent of the 1907 crop and 83.4 per cent, the average of the last ten years. The quantity of oats in farmers' hands on March 1, 1909, is estimated as 34.6 per cent, equivalent to 278,847,000 bushels of last year's crop, as compared with 35.5 per cent, or 267,476,000 bushels, of the 1907 crop on hand March 1, 1908, and 37 per cent, or 311,199,000 bushels, the average of the past ten years of the quantity of the crop on hand March 1.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1909:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	63,227	148,100	34,983	143,334
Corn, bushels.....	1,005,800	4,979,444	1,007,123	3,886,205
Oats, bushels.....	176,860	165,583	524	560
Barley, bushels.....	1,426	.....	9,357	.....
Malt, lbs.....	.....	.....	.....	.....
Rye, bushels.....	21,949	118,741	17,143	145,714
Timothy Seed, lbs.....	.....	.....	.....	.....
Clover Seed, lbs.....	9,587	671	1,865	.....
Hay, tons.....	3,892	5,323	845	1,725
Straw, tons.....	.....	.....	.....	.....
Flour, bbls.....	159,675	184,073	56,823	174,798
Mill feed, tons.....	.....	.....	.....	.....

BOSTON—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	386,761	557,888	738,582	1,534,406
Corn, bushels.....	2,771	399,871	253,804	282,995
Oats, bushels.....	262,019	184,037	1,200	.....
Rye, bushels.....	3,400	36,413	10,286	16,000
Barley, bushels.....	109,618	6,894	25,000	24,255
Flax Seed, bushels.....	.....	1,365	.....	.....
Peas, bushels.....	17,517	8,361	22,437	332
Mill Feed, tons.....	1,000	1,558	61	.....
Cornmeal, bbls.....	6,860	650	1,845	205
Oatmeal, bbls.....	10,395	7,924	6,001	7,525
Oatmeal, sacks.....	27,220	27,527	2,245	6,650
Hay, tons (bales).....	9,870	8,240	44	181
Flour, bbls.....	145,056	119,586	49,885	82,573

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	731,350	660,821	1,123,381	1,867,856
Corn, bushels.....	7,758,409	7,226,313	6,016,789	4,922,919
Oats, bushels.....	5,650,285	6,204,316	4,724,520	4,384,782
Barley, bushels.....	2,425,343	1,534,800	769,274	795,404
Rye, bushels.....	122,000	124,500	96,838	203,447
Timothy Seed, lbs.....	3,505,642	3,471,770	2,342,703	2,881,576
Clover Seed, lbs.....	1,000,590	751,141	588,513	601,430
Other Grass Seed, lbs.....	1,710,277	740,830	5,701,783	4,972,837
Flax Seed, bushels.....	68,614	133,922	3,072	14,259
Broom Corn, lbs.....	676,620	1,395,548	727,463	515,944
Hay, tons.....	19,183	22,251	1,439	3,758
Flour, bbls.....	664,728	840,356	551,259	630,573

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	272,364	130,484	240,054	149,558
Corn, bushels.....	390,418	796,328	338,356	572,260
Oats, bushels.....	325,746	553,108	274,286	340,862
Barley, bushels.....	43,056	64,364	11,022	214
Malt, bushels.....	.....	.....	.....	.....
Rye, bushels.....	126,024	153,062	49,500	40,950
Timothy Seed, bags.....	740	7,231	4,406	2,960
Clover Seed, bags.....	9,061	7,154	5,869	4,855
Other Grass Seed, bags.....	11,803	8,481	15,961	7,912
Hay, tons.....	12,217	11,592	9,124	7,674
Flour, bbls.....	114,357	130,180	77,545	89,838

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	28,800	99,485	4,860	44,048
Corn, bushels.....	431,660	959,950	59,840	216,683
Oats, bushels.....	443,280	424,231	113,660	144,023
Barley, bushels.....	35,500	10,280	.....	.....
Rye, bushels.....	920	.....	660	.....
Flax Seed, bushels, water.....	.....	.....	.....	.....
Hay, tons.....	5,418	4,283	125	365
Flour, barrels.....	3,923	4,519	1,225	1,515

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	128,122	79,175	2,318	3,100
Corn, bushels.....	185,604	342,227	147,417	172,625
Oats, bushels.....	197,038	144,274	55,304	16,755
Barley, bushels.....	32,000	21,950	.....	.....
Rye, bushels.....	6,600	9,577	23,803	6,950
Flour, bbls.....	14,200	13,500	5,200	6,800

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	752,778	1,727,606	76,822	128,322
Corn, bushels.....	87,880	.....	.....	.....
Oats, bushels.....	193,099	296,612	105,329	138,390
Barley, bushels.....	118,001	202,408	118,450	29,793
Rye, bushels.....	4,348	4,329	28,017	1,869
Flax Seed, bushels.....	81,221	429,317	28,017	5,231
Flour, bbls.....	31,270	45,155	31,615	40,835

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	118,668	363,686
Corn, bushels.....	472,067	1,149,306
Oats.....
Barley, bushels.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	2,479,400	955,500	2,334,200	1,572,900
Corn, bushels.....	1,245,450	590,700	694,600	698,500
Oats, bushels.....	436,500	390,000	598,500	376,500
Barley, bushels.....	27,500	39,600	24,200	1,100
Rye, bushels.....	20,900	7,350	4,400	3,150
Bran, lbs.....	840	740	6,540	6,860
Flax Seed, bushels.....	2,000	4,000	.....	.....
Hay, tons.....	14,460	15,372	2,572	7,476
Flour, bbls.....	18,750	4,750	221,250	140,000

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	278,600	384,000	116,700	240,076
Corn, bushels.....	633,700	390,000	464,620	293,762
Oats, bushels.....	643,600	640,400	459,529	605,134
Barley, bushels.....	900,000	921,600	415,758	701,475
Rye, bushels.....	68,100	92,700	67,464	93,771
Timothy Seed, lbs.....	214,830	970,837	267,200	109,451
Clover Seed, lbs.....	794,905	1,102,720	528,200	206,750
Flax Seed, bushels.....	7,420	.....	.....	.....
Hay, tons.....	2,022	3,262	42	100
Flour, bbls.....	256,478	196,450	369,417	277,038

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	30,553	4,876	1,340	4,483
Corn, bushels.....	3,300	13,778	2,448	.....
Oats, bushels.....	239,430	104,083	122,278	11,120
Barley, bushels.....	72,759	23,393	4,200	5,265
Rye, bushels.....	.....	.....	.....	.....
Flax Seed, bushels.....	65,647	63,075	.....	.....
Flour, barrels.....	16,751	11,054	51,180	36,919

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	48,000	17,000	106,243	200,872
Corn, bushels.....	1,079,000	1,327,000	942,636	1,503,240
Oats, bushels.....	220,800	400,000	.....	8,590
Barley, bushels.....	.....	.....	.....	.....
Rough rice.....	.....	.....	.....	.....
Clean rice pockets.....	.....	.....	.....	.....
Hay, tons.....	2,685	.....	69	.....
Flour, bbls.....	48,500	166,201	48,240	116,227

Shipments include exports only.

NEW YORK—Reported by H. Heinzer, statistician of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bushels.....	1,312,800	.....	1,409,556	.....
Corn, bushels.....	507,655	.....	544,139	.....
Oats, bushels.....	1,039,950	.....	40,674	.....
Barley, bushels.....	136,425	.....	103,242	.....
Rye, bushels.....	46,000	.....	36,908	.....
Timothy Seed, bags.....	.....	6,452	2,474	.....
Clover Seed, bags.....	.....	.....	10,361	.....
Other grass seed, bags.....	.....	.....	.....	.....
Flax seed, bushels.....	128,700	.....	.....	.....
Broom corn, pounds.....	.....	.....	.....	.....
Hay, tons (in bales).....	22,790	.....	7,002	.....
Flour, barrels.....	444,915	.....	181,853	.....

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Articles.	Receipts.		Shipments.	
	1909.	1908.	1909.	1908.
Wheat, bu.....	1,254,000	301,200	794,000	872,000
Corn, bu.....	2,850,100	297,000	2,232,000	2,759,000
Oats, bu.....	721,600	516,000	1,302,000	1,219,500
Barley, bu.....	68,000	75,000	40,000	18,000
Rye, bu.....	30,000	10,000	13,000	11,000
Flour, bbls.....	.....	.....	.....	.....

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade.

Wheat, bushels.....	20,000	167,000	14,000	178,000
Corn, bushels.....	1,664,890	1,037,300	1,156,577	1,453,100
Oats, bushels.....	487,000	897,000	498,137	1,050,000
Barley, bushels.....	180,000	158,000	77,000	32,000
Rye, bushels.....	23,000	43,000	5,000	14,000
Mill Feed, tons.....	2,525	1,470	4,390	2,652
Spirits and Liquors, bbls.	10,038	6,630	41,421	44,298
Syrups and Glucose, bbls.	12,800	3,200	14,300	3,600
Seeds, lbs.....	180,000	270,000	30,000	420,000
Broom Corn, lbs.....		60,000		91,000
Hay, tons.....	1,701	3,515	370	1,646
Flour, bbls.....	142,550	89,050	140,979	81,530

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

MT. CLARE ELEVATOR E.

Editor American Elevator and Grain Trade:—The B. & O. R. R. Co.'s new 250,000-bushel concrete "Local Elevator E," at Mount Clare, Baltimore, with every modern elevator facility and convenience, is now in operation and working with perfect satisfaction.

This elevator, which contains the most modern labor-saving devices, is designed especially for handling the local grain business of the city, and offers every facility to the trade on grain arriving by Baltimore & Ohio lines intended for wagon delivery or for reshipment in cars. Constructed entirely of reinforced concrete, fireproof tile and steel, the building is practically fireproof, thus reducing the risk of loss by fire to a minimum, a fact which will appeal strongly to owners of grain.

The storage capacity exceeds 250,000 bushels, the elevator containing 129 concrete bins, varying in size from 775 bushels to 2,850 bushels. From 30 to 40 cars can be unloaded per day, and by means of labor-saving devices prompt deliveries to teams are assured. The elevator is equipped with the latest machinery for cleaning, blowing and screening grain. Pneumatic dust collectors also installed throughout the house.

Yours very respectfully,
Baltimore, Md. THOS. H. SEAL, Agt.

THE HEPBURN ACT AND ITS INFLUENCE.

Editor American Elevator and Grain Trade:—I have your esteemed favor of the 1st, in which you ask my opinion as to the effect the passage of the Hepburn act has on my business.

Taking the bill as a whole, it is beneficial to the general business of the country. There are some points in it, like all bills passed of such vital importance to the interests of the general community, that could be altered in such a manner as to make it more beneficial and not detract from the general intentions of the act. But it is a move in the right direction; and as time passes there is no doubt that the bill will be so amended as to eliminate features that are undesirable and will not detract from the general usefulness of the bill.

Any act of Congress that simplifies the usual complicated manner in which railroads transact their business so that an ordinary person can, to a certain extent, familiarize himself with it without the usual complications arising, is a benefit; and in the Hepburn bill we undoubtedly get this simplicity.

Yours very truly,
Portsmouth, Ohio. H. S. GRIMES.

Editor American Elevator and Grain Trade:—In reply to your favor of March 1, I beg to state that the Hepburn Act has been, we think, of incalculable benefit to the country elevator business, from the fact that it has absolutely done away with all rebates and special favors to the large concerns. Before this act was passed, it was impossible for us to compete at certain times of the year with Chicago, Cleveland and other large centers. Since the rebates have been done away with, we have had no difficulty in marketing our products in competition with the larger markets. It has given stability to the railroad rates—has helped us a great deal; enables us to more readily collect a claim against the railroads, from the fact that the initial line is now compelled to stand between us and the delivering line; and if we desire to bring suit for the misrouting or damage to grain, it is not necessary to go to the expense of bringing it against the delivering line, but we can bring it against the initial line.

No doubt there are things in the law that should be changed; but it will take time to make

these changes so that the rate of transportation and practices of the railroads will be equitable and just to both shipper and the transportation lines.

Yours very truly,

GOODRICH BROS. HAY & GRAIN CO.
Winchester, Ind.

NEW FACILITIES AT BUFFALO.

Editor American Elevator and Grain Trade:—We are in receipt of advice to the effect that the Iron Elevator and Transfer Co. of this city has made satisfactory arrangement with the Wabash and the Michigan Central railroads whereby shipments to this market via these lines can be weighed at that elevator without any cost to the grain. Heretofore Wabash and Michigan Central shippers have been very much handicapped in using this market, owing to their inability to obtain public elevator weights here. Now that this condition is removed it should materially widen the outlet for their grain.

Yours truly,
Buffalo, N. Y. ALDER & STOFER.

BARR GRAIN COMPANY ORGANIZED.

Editor American Elevator and Grain Trade:—Beginning March 1, my business at Plainfield, Caton Farm and Frontenac will be conducted under the name of the Barr Grain Co., an incorporated company with a paid-up capital of \$60,000, who will conduct the business on the same lines of policy as heretofore, except that Geo. R. Hill and C. C. Whipple have acquired an interest in the company.

The officers will be Chas. V. Barr, president; Geo. R. Hill, vice-president; C. C. Whipple, secretary and treasurer.

Mr. Whipple will look after the grain business, Mr. Hill will have charge of the lumber, coal, mill feed, building material, etc., and I will have general supervision.

Looking back over the nineteen years of my business career in Plainfield I recall nothing but pleasant recollections, and have seen my business increase each year until I find that I cannot attend to all the details of the business properly, especially as I have some outside interests that require some of my attention at times. It therefore occurred to me that by dividing the work I could be relieved and at the same time improve on the methods of handling the business.

Yours truly,
Plainfield, Ill. CHAS. V. BARR.

NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—It is due to the members of this Association that a statement relative to the facts and circumstances involving the present status of the "Hay-Rate Case" be presented. Such statement is made all the more urgent because of certain charges appearing in the St. Paul Dispatch, under date of February 1, 1909, in which the action of the board of directors, in requesting the Interstate Commerce Commission to dismiss the case, is characterized as "A plain case of railroads having secured control of the majority of the directors," and other statements of similar purport. While no member will take these charges seriously, it would be unjust to the board of directors to allow such a statement to go unchallenged.

The membership generally is acquainted with the history of this case, so that details in that regard are not necessary at this time. The more essential features of the case as they apply to the present status of the same should, however, be reviewed.

This case has been pending for about eight years and has continuously engrossed the attention of the members in annual conventions. At the 1908 meeting the case was discussed, and various attempts were made to provide for its continuance or dismissal. After considerable discussion, it was then moved "that this matter be left to the board of directors to act upon in their wise counsel." This motion was discussed, and

there were various efforts made to amend it so as to compel the board of directors to proceed with the case. These amendments were lost, and the original motion as above quoted adopted. (See proceedings 1908, pages 94 and 98.)

Pursuant to this motion, the board of directors held a meeting at St. Louis, on October 16, 1908. At this meeting a resolution, relating to the disposal of the case, was unanimously adopted, as follows: "After December 1, next, in case hay rates are fixed by the promulgation of a new tariff which does not raise the hay rates, the president is hereby authorized to withdraw the complaint before the Interstate Commerce Commission." It may be fair to state that there were two shippers to one receiver represented at that meeting.

In view of the fact that rates had not been raised by December 1, 1908, the written advice of each member of the board of directors relative to the continuance or dismissal of this case was requested. The majority of the board of directors replied to this request, and all were in favor of withdrawing the case. There were no answers received suggesting its continuance. After considering this advice, I felt obliged to dismiss the case; and, as before stated, directed the Interstate Commerce Commission accordingly.

In taking this action your board of directors have acted after due deliberation. They have gathered the sentiment of the members and find that it is strongly in favor of dismissing the case. The case has been continued from time to time under various administrations and committees without any apparent success. There has been considerable of the Association's money spent in conducting the case; and it seems useless to pursue the matter further when there is no real hope of ultimate success or real benefit to the Association. In recent years the membership has never been sincerely in sympathy with this case. This attitude is best evidenced by the fact that in 1908, when requests were made for subscriptions for the purpose of defraying the expense incident to pushing the case, there were remittances of but \$180 received. Further, the case has been a source of controversy and contention in every meeting of the Association. It has led to criticism, hard feeling and even discord. It was believed that if this case was finally disposed of that matters of more immediate importance to the membership, such as grading in terminal markets, improvement of terminal facilities, and increase of membership, could receive the serious and undivided attention of the Association. It would seem foolhardy to continue this case for the mere sake of controversy, when no substantial benefit would inure to the Association.

I know that the board of directors have been actuated in this matter by pure motives and have been influenced in no way by selfish or ulterior aims or ends. It is not only unjust but very ungrateful that such charges as heretofore referred to should be made.

Respectfully,

MAURICE NIEZER, President.
Monroeville, Ind.

An interesting controversy has been going on for a long time at North Yakima, Wash. It appears that about 4,000 bushels of wheat were purchased from Lee Johnson & Co. of Sunnyside by Fransioli & Co. of Tacoma. The grain was assessed for taxation to Johnson, who holds the tax should be paid by Fransioli. The latter refused to accept the assessment, saying the wheat was sent to them f. o. b. Tacoma and did not become their property until it reached Tacoma. Johnson says Fransioli & Co. paid the freight from Sunnyside and therefore the grain belonged to them when it was assessed. The question has been juggled back and forth for a year, and meanwhile the wheat has been shipped to the Orient, milled and consumed. The question still remains, who will pay the taxes?

FIELD SEED SECTION

SEED LEGISLATION.

South Dakota.—A bill to prevent the sale of adulterated seed in South Dakota was defeated in the House on February 24.

Texas.—The Aston-Davis pure seed bill has been favorably reported to both houses. Under the terms of the bill all farm seeds, such as oats, Kaffir corn, milo maize, cane, corn, wheat and other field seeds must be inspected before being sold in the state. It is claimed that should the law be enacted it will be impossible for a farmer to offer his seed for sale in the open market against imported seed. The bill requires that the expense of inspection must be borne by the person offering the seed for sale. The large dealers in seeds could not afford to buy even a wagonload from a farmer until after an inspection or test has been made. For which reasons, although favorably reported, the bill is opposed by both dealers and farmers.

New York.—The Callan seed bill before the legislature has the endorsement of the State Agricultural Department. It requires the marking of packages of seed, as a guard against fraud and to prevent New York state being made a dumping ground for low-grade seed. The bill provides that seed packages must be marked with the name of the seller and with the per cent of purity. "Canada and many states of this country," said Agricultural Commissioner Pearson, "have a very clever law by which they prohibit the sale of low-grade seed within their territory, but allow it to be sold in other states and countries. The result is that New York state for some time has been a dumping ground for all the cheap, sterile seed of Canada and these other states. The bill does not prevent the sale of low-grade seed, but provides that it must be marked so that a purchaser will know what he is getting."

Minnesota.—H. F. 605, by Rep. Mork, is a bill in the legislature for an act to prevent fraud in the sale of agricultural seeds, and to regulate the sale thereof, defining what shall constitute purity in various kinds of seeds, prohibiting the adulteration and providing for the correct weighing and marking of agricultural seeds; and providing for the collection of samples, analysis of the same and fixing penalties for its violation, and vesting the execution and enforcement of this act in the State Dairy and Food Commission, and in the director of the Minnesota Agricultural Experiment Station at St. Anthony Park, Minnesota.—Agriculture.

North Dakota.—The Casbel pure seed bill before the Legislature was drawn by Professor Bolley. It provides that all packages or lots of seeds shall be marked with their common name and name of seller; mixed seeds shall be described as to contents; sale of noxious seed is made unlawful, as is the sale of other seeds containing more than a "reasonable trace" of noxious seeds; misbranding is unlawful; penalties, fine of \$10 to \$500; law does not apply to sale of seeds for manufacture, food or forage, or uncleaned seeds in transit; it is made the duty of the Agricultural College to examine and test seeds sent in by citizens and to issue certificates thereof; provides for prosecutions by the Attorney-General, and appropriates \$2,500 to equip laboratory, etc.

THE ALBERT DICKINSON COMPANY FIRE.

On February 26 Warehouse No. 2 of the Albert Dickinson Company, on West Taylor Street, Chicago, was destroyed by fire, during the progress of which five women and two male employees were slightly injured. The loss was \$150,000. The alarm of what was one of the most spectacular fires Chicago has seen for several months was sent in at about 8 o'clock a. m., and within half an hour the roof of the building fell in, although 38 fire engines were at work fighting the fire. The fire is believed to have been caused by

spontaneous combustion. Two other warehouses of the seed company were threatened and two huge linseed oil tanks near by were saved only by being constantly deluged with streams of water.

There will be no interruption to the company's business.

CANADIAN SEED GROWERS.

There were 42 seed fairs held last fall and winter in Saskatchewan, and 23 in Alberta, the exhibits of which represented over 167,000 bushels of wheat, oats and barley, that was recommended by the judges as being commendable for seed. Any samples containing wild oats or having serious defects in other particulars were thrown out and are not counted in this estimate.

Speaking of one of these fairs, the Alberta Provincial Seed Fair at Calgary, Professor Bolley of North Dakota, one of the lecturers, said: "Some idea of the high class of grain which was on exhibit by these Canadian seed growers may be understood when it is learned that the prize wheat, Alberta red, a winter wheat, weighed 67¾ pounds per bushel, and the certified yield was 62 bushels per acre. The first prize, red spring wheat, red Fife, showed 66¾ pounds per bushel. The champion oats weighed 47 pounds per bushel. In the twenty-four classes there were so many entries that the judges did not consider any wheat weighing less than 65 pounds per bushel, and it took two full days for three men to perfect the judging, which, according to the rules of the Association, is all done behind closed doors; that is, before the fair opens.

"This is done to protect the seed breeders, as the rules of competition do not admit any foul seed, and furthermore each competitor is also in the contest with the hope of getting his name placed in the certified list of pedigree wheat breeders, oat breeders, timothy breeders, etc.

"So important do they consider this seed-breeding work that each province is furnished one or more inspectors, and they visit the crop while it is growing, and again after it is thrashed, and if a man's crop shows itself to be pure bred and clean of all foul seeds the government issues him a certificate to sell in bushels, according to the amount he raises. If he sells more than this he is disqualified for the work until reinstated. Besides, he is liable to punishment by a fine for fraud."

And yet, in an address at Ottawa, before the Canadian Seed Growers' Association's convention, the Minister of Agriculture for the Dominion said that he had been ashamed of the Canadian reputation for being an agricultural country when he compared the shiftless methods of the Canadian farmers with the extensive farming of Europe.

The fifth annual convention of the Canadian Seed Growers' Association was held in Ottawa on February 4 and 5, 1909. This organization, judging from the spirit which prevailed throughout the sessions, is coming to fill a very important place in the agricultural life of that country. Among some of those in attendance are Dr. J. W. Robertson, president of the Association; Professor Zatz, Guelph; Professor Klinck, Macdonald College, Que.; Dr. Charles Saunders and Dr. William Saunders, Central Experimental Farm, Ottawa; Professor Lochhead, Macdonald College, Que.; W. T. Macoun, Experimental Farm, Ottawa; Donald Innes, Tobique River, N. B.; W. L. Davidson, Quebec; G. H. Clark, Seed Commissioner, and L. H. Newman, secretary-treasurer of the Association.

Northrup, King & Co., seedmen, have been placing contracts with the farmers of Weblake section of Burnett County, Wis., to grow for them seed beans of the yellow, or wax, bean variety. Up to about February 15 about 100 acres had

been pledged for the experiment, and it was expected that more acreage would be secured. Last season several experiments with these beans were made and yields sufficiently large were secured to net the growers a handsome sum per acre. A. K. Bush, field man for Northrup, King & Co., will be in the Weblake region to complete the details for the season's experiment.

TALK ON CORN BREEDING.

At the Illinois Corn Exposition at Springfield, in December, Eugene D. Funk, president of the National Corn Growers' Association, delivered one of the lectures which were so valuable a part of the educational features of that Exposition. Declaring that the object of corn breeding is not to produce high-scoring ears, but a corn that will increase the yield per acre, Mr. Funk, among other things, said:

"An ear of corn is like other works of nature, there are no two exactly alike; yet it is found that within varieties there exist certain strains or families, that is, the inherent quality of producing other ears that when planted possess the same characteristic as the mother ear. Fortunately for all concerned, Providence has been the guiding figure in the happy-go-lucky way of seed corn selection by the American farmer in the past, and it is through the survival of the fittest that we have ears which are capable of escaping the early frost or withstanding the severe drouth and heavy winds; that we are blessed with the remarkably good corn we have to-day.

"The breeding of corn is simple; but it is not an easy or a lazy man's task, but one should be possessed with original ideas and powers of close observation; yet there are few secrets to disclose. It is simply the carrying out of nature's methods and in addition keeping a record of each individual plant, or sets of plants, resulting from certain ears. By selection we are able to increase certain desirable qualities through the tendency of each succeeding generation to become more uniform and fixed in its certainty to reproduce these qualities.

"Experience and observation up to the present time teach us to believe that the principal factors in plant and animal breeding lie almost identically in parallel lines. We need cite but a few instances of parallels in animal breeding. The famous Duke of Ardrrie was a noted sire and grandsire, to which many shorthorn breeders are proud to refer to in the pedigrees of their stock even to this day, and yet he died some thirty-odd years ago. Then there is the Grove Third of the Hereford breed of cattle, and Chief Tecumseh of Poland China fame. These were producers possessed of great transmitting powers, establishing strains or families in their respective breeds.

"Again, you all know, of the American race horse, the trotter, every one of the great record breakers, which has a traceable pedigree, goes back to the one original sire, Hambletonian. I am told he was one of the most common looking of horses, and history tells us that it was by mere chance that he was kept as a breeder.

"This leads us to say that the uninitiated breeder is in danger of being led astray on the question of fancy exhibition corn with too much use of the score card without performance record. All fine-looking high-scoring corn is not necessarily a high-yielding corn.

"Corn breeding is not an effort to get more typical beauty of ear, or, maybe, a few big ears and the rest nubbins, but it is to produce corn that will increase the average acreage yield per acre of this country from 28 or 29 bushels to an amount that will justify the labor and expense of raising an acre of corn, and that farmers have a right to hope for.

"Yield per acre is the unit, the all essential point, in which the farmer is most interested. The score card, the corn shows and the competitive corn judging are all good and have their place in awakening the interests to better and

more profitable corn raising; but corn breeding is to be judged, not by idealism, but by facts; and the corn breeder should not allow himself to become all-absorbed in ideal ears, unless they can show for themselves by authenticated records their prepotent powers of reproduction."

CLEANING SEED WHEAT.

In urging North Dakota farmers to plant only selected and fully matured seed wheat, Prof. R. S. Towle of the Agricultural College said:

"One can never expect to rid his land of weeds if he continues to sow them with his grain. To secure the right kind of seed the use of the fanning mill cannot be too strongly urged.

"To many it would seem that this subject of cleaning the seed has been dwelt upon enough already, but throughout the country any number of cases can be found where farmers buy so-called seed, in which nearly every kind of weed seed known in the state can be found in one handful of the grain. The only remedy is the fanning mill, and if running once through does not take out all the weed seed or shrunken kernels, run it through again. If this is done one should get uniform seed, in which the danger of introducing dangerous weeds is reduced to a minimum. In this case the average number of kernels per bushel will have been decreased and naturally more seed will be necessary per acre. It has been proven by the experiment station that the average amount of seed sown to the acre in North Dakota is already too small, and that one is more sure of results if he sows at least $1\frac{1}{4}$ bushels of seed, instead of 1 bushel, as many do."

CORN ASSOCIATIONS AND EXPOSITIONS.

The next annual Corn Show of the Iowa Corn Growers' Association will be held at Des Moines instead of at Ames. The change of site was rather a matter of finance than otherwise, although educationally Ames was preferable, especially if the Show is held as in the past in connection with the "short course" at the College, which usually attracts about a thousand young men as students. The Des Moines Commercial Club will take charge of the finances and enlarge the premium list, as well as provide a short course and all the other features and accommodations enjoyed at Ames. Instructors from the state college will conduct the school and will bring their apparatus from the institution. The farmers of the state and the students in the local colleges who desire to avail themselves of the opportunities offered will take advantage of the course and furnish abundant material for the teachers. Presidents of the various colleges have agreed to excuse students from regular classes to permit them to enter the corn course.

The first "Corn Congress" ever held in the state of New York met at the College of Agriculture at Cornell University, Ithaca, on February 24. There were several hundred farmers present, who exhibited about 4,000 ears of corn in the show, some 20 counties being represented. These entries of seed corn were made by 6 granges, 445 individuals and 35 boys' and girls' clubs.

The Butler County Corn Improvement Association held a meeting at Hamilton, Ohio, on February 20, the main address being made by Assistant State Agronomist Gail T. Abbott. This Association has now about 75 members. One of the first acts of the Association was the appointment of a committee to procure the best seed corn throughout the county and make a test of different methods of growing.

The Lucas County Agricultural Society will hold a Corn Show at Toledo, Ohio, next fall. The premium list, which will be issued about April 1, will show that prizes aggregating \$500 will be offered for corn exhibits by individual producers. In addition to the exhibits which this will insure, arrangements will be made, if possible, for a scientific agricultural exhibit, not only of corn, but of all agricultural products, from the Ohio Experiment Station at Wooster. A series of lec-

tures by agricultural experts may also be arranged.

The South Carolina State Commission on Corn Tests, in announcing the names of prize winners, said: "The feature of the reports to the Commission that was especially noticeable was the fact that very few of the contestants seemed to place sufficient weight upon the importance of the selection of their seed. In one or two instances we have no doubt that the seeds were well selected, but this fact was not brought out in the report of the contestant, therefore your committee was obliged to take it for granted that proper care had not been taken in this respect. The contestants lose more from this than probably any other cause. As a rule the reports were well made out and show an unusual amount of care in the keeping of the records. One or two reports that would have been almost perfect were cut on the method of preparation and cultivation. Your committee cannot fail to score heavily against a man who reports the burning and destruction of vegetable matter. The winner of the prize for the largest yield [137½ bushels per acre] deserves great credit, and yet we are sure that even this yield could have been improved upon. We would recommend that another year some fixed rules be adopted for reporting the gross income from the cultivation of the acre."

HUNTING NEW SEEDS, ETC.

Prof. N. E. Hanson of the Agricultural Department recently returned from a "seed hunt" for the Department in Russia and Siberia, interior Asia and North Africa, where he collected some 300 varieties of alfalfa new to this country. In all these countries he found alfalfa growing amid a great variety of conditions of climate and soil. These are a matter of record, and experiments with the seeds brought home will work out toward providing varieties of the grass to grow in Southern as well as Northern fields to the best advantage.

On previous trips Professor Hanson found alfalfa and clover plants which have been found to thrive in sections of the West where it had been impossible to raise plants of the same variety advantageously. He also introduced in the Northwest a Siberian alfalfa that is believed to be the hardiest of proteid plants, and endures the severest cold.

Professor Hanson has found two more varieties of the northern plant which grows in sections of Siberia where the mercury freezes and where there is no snow. The Department of Agriculture will conduct experiments with the new plant in several Northwestern states.

SEED WHEAT IN KANSAS.

There is a radical difference of opinion as to the best procedure to obtain new seed wheat for the state of Kansas. The millers' associations support the proposition that the state appropriate \$100,000 to employ one or more farmers in each county to grow pure seed wheat, under the direction of a State Seed Wheat Commission, which shall distribute the seed throughout the state; but Professor Ten Eyck, agronomist at the station, holds that the station will be able, by next harvest, to locate several million bushels of the station's own improved wheat in the state, a large part of which may be secured for seeding purposes. The botanical department of the station will have the pedigreed seed for distribution in five years, and work along this line is now in progress and has been in progress, and the improved seed wheat is now in the state in large quantity. The legislative struggle will be a sharp one before the bill is passed, if it is passed.

GOVERNMENT FREE SEEDS.

The item for free seeds in the Agricultural Appropriation Bill was this year \$350,000. It went through, of course, in spite of protests by seed dealers and farmers alike. This sum is greater than ever before asked for, but when the item

was reached on consideration by the House, not a word was said in protest or in favor of it, and in the Senate there was like reticence. Having won this signal victory, there is little doubt that free seeds will be established for an indefinite future.

THE PIONEER OATS EXPOSITION.

The Cedar Rapids Commercial Club has opened the publicity work of the Pioneer Oats Exposition by circulating 20,000 copies of an address by Professor Bowman of Ames, Iowa, on seed oats and oats culture. This literature is being republished in newspapers in all parts of the West.

SEED EXPORTS.

Exports of seeds for 1907 and 1908, as reported by the Bureau of Statistics, were as follows:

	1907.	1908.
Clover, lbs.	3,989,798	3,547,747
Flaxseed, bus.	6,336,310	4,277,313
Timothy, lbs.	18,616,834	25,550,134
Grass seeds, value.....	\$397,493	\$495,245
All other seeds, value.....	263,912	286,734

SEED NOTES.

The Holmes Seed Co., Harrisburg, Pa., will increase capital stock to \$75,000.

A seed house at Vermillion, S. D., recently shipped 20 bushels of seed corn to Russia.

The N. J. Olsen Co., Moorhead, N. D., reports an active demand for seed grains and grass seeds.

J. A. Heath of the Richmond Elevator Co., Lenox, Mich., purchased 50,000 bushels of foreign beans to supply his trade.

The Ebbert Seed Co., capital, \$25,000, has been incorporated at Denver by A. W. Cowager, H. Van Buskirk, R. S. Beall, Rocky Ford.

J. H. Millbrook of East Jordan, Mich., has been making contracts in that state with the farmers for growing seed beans for the Everett B. Clark Seed Co.

George D. Karnser, of Fayette County, Ky., has been appointed by the authorities at Washington as seed inspector for Kentucky. His duty will be to watch for adulterated seeds as offered by salesmen. The position carries with it a nice salary.

State Entomologist Garman of Kentucky says that the state will this year grow purer grass seeds than ever before—that the pure seed movement has taken root all over the state. He says that dealers and farmers alike are constantly sending samples of all kinds of seed to the Experiment Station, at Lexington, for tests, and plainly indicate that they have learned the lesson of the advantage of pure seed and realize what it means to them to obtain it. Analyses made by the State Entomologist show, he says, that the percentage of inert matter in blue grass and other seeds submitted to his department for tests this year averages but 8, while in previous years the percentage of such substances in the seed ranged from 15 to 20.

At the pure seed sale at the Wisconsin Experiment Station Show, made by young farmers in attendance at the February short course, one ear of Silver King corn, Wisconsin No. 7, was sold for \$20.25; a half a peck of Oderbrucker barley was bought for \$12, which is at the rate of \$96 a bushel; half a peck of Swedish oats, Wisconsin No. 4, sold for \$6, which is at the rate of \$48 a bushel. The five cups offered by the Milwaukee Chamber of Commerce for the best exhibits of the several kinds of grain were awarded as follows: F. P. Grebe, Fox Lake, Silver King corn; E. T. Briggs, Fond du Lac, for Swedish select oats; H. P. West, Ripon, for spring wheat; J. N. Bohl, Beaver Dam, for winter rye; C. H. Howett, Randolph, Oderbrucker barley. The silver cup offered by the Wisconsin Brewers' Association for the best exhibit of Oderbrucker barley was won by H. E. Krueger, Beaver Dam. The Andrew Simonson Cup given by the Wisconsin Agriculturist for the best exhibit of Silver King corn was won by F. P. Grebe, Fox Lake.

ELEVATOR AND GRAIN NEWS

IOWA.

The new grain elevator at Ford, Iowa, has been finished.

The new elevator of Hogate & Lyman, at Tracy, Iowa, is about completed.

J. W. Weikel contemplates improving his elevator at Jordan, Iowa, this spring.

McKee Bros. have succeeded the grain firm of McKee & Gay at Conesville, Iowa.

E. H. Rich has exchanged his elevator at Meservey, Iowa, for a farm in that state.

A. J. Mable is making a number of improvements in his elevator at Whitten, Iowa.

Herman Donaker has purchased the Neola Elevator at Jolley, Iowa, and is tearing it down.

William Hagemeister has sold his elevator at Farragut, Iowa, to Mr. Venner of Lincoln, Neb.

The Swisher-Lang Grain Co. is now operating the Marshall Elevator Co. at Marshalltown, Iowa.

The Farmers' Elevator Co. of Laurel, Iowa, has been incorporated with a capital stock of \$6,000.

A farmers' elevator company has been organized at Harcourt, Iowa. August Heide is president, and John C. Lind, secretary.

The Farmers' Elevator Co. has purchased the elevator of Stipp & Harlan at St. Anthony, Iowa, and will take possession next month.

The newly organized Farmers' Elevator Co. of Primghar, Iowa, has chosen the following officers: Edward Fritzsche, president, and H. O. Scott, secretary.

Younglove Construction Co., Sioux City, has bought of the Weller Mfg. Co. for Chalmers & Eldridge, Washington, Iowa, a complete elevator outfit.

A farmers' elevator company is being organized at Garwin, Iowa. It is planned to buy one of the present elevators at that place or erect a new house.

The Western Elevator Co. has completed its new elevator at Belle Plaine, Iowa. The Younglove Construction Co. of Sioux City, Iowa, had the contract for the house.

J. J. Harter has been elected president of the recently organized Farmers' Grain Co. of Sac City, Iowa. The company has purchased the Neola Elevator at Sac City.

The Younglove Construction Co. of Sioux City, Iowa, has completed the new elevator of G. H. Bouton, at Hancock, Iowa, which replaces the house burned last November.

Farmers in the vicinity of Eldridge, Iowa, have organized an elevator company, electing the following officials: Gus Schneekloth is president; and J. P. McDowell, secretary. It is planned to build a 20,000 to 25,000 bushel elevator at Eldridge as soon as possible.

ILLINOIS.

The new elevator at Mason City, Ill., is rapidly nearing completion.

W. D. Blair has purchased the elevator of Marshall Bros. at Malta, Ill.

White & Kellogg have discontinued their grain business at Cambridge, Ill.

The Farmers' Elevator Co. is planning to remodel its plant at Bluff Springs, Ill.

F. P. Moore has leased the Culp Elevator at Tower Hill, Ill., and will operate it.

John F. Bernardin has commenced the erection of a new elevator at Compton, Ill.

A. Rodenbeck has recently made several improvements in his elevator at Hartsburg, Ill.

Martin Wendt has acquired the elevator at Dieterich, Ill., formerly owned by Wendt Bros.

A farmers' elevator company has been organized at La Hogue, Ill., with a capital stock of \$10,000.

The Albert Dickinson Co. is installing an Ellis Grain Drier in its plant at Taylor Street and the river, Chicago.

The Flagg Center Elevator Co. has purchased the Neola Elevator at Flagg Center, Ill., paying \$4,000 for the house.

The Donovan Grain Co. has purchased the elevator of L. T. Hutchins & Co. at Donovan, Ill., for a consideration of \$10,000.

The Bairstow Supply Co. of Chicago, recently incorporated with \$20,000 capital stock, will deal in grain, among other things.

Fred Friedline & Co. of Chicago, Ill., have completed the plans for a new cribbed iron-clad elevator at Pontiac, Ill., for K. A. Harper. The

house will measure 24x28 feet and will be 80 feet high, with a 2,000-bushel corn crib adjoining.

G. W. McCabe of Chatsworth, Ill., has acquired the Strawn Farmers' Elevator at Strawn, Ill., and also their elevator at Risk, Ill.

W. J. Herscher has sold a half interest in his elevator and other business at Buckingham, Ill., to his brother-in-law, Otto Grosse.

The Farmers' Elevator Co. of Palmer, Ill., is now considering a proposition to build a house at Clarksdale, Ill., instead of at Palmer.

J. A. Elliott, F. H. Foster and W. H. Atchison have incorporated the Lovington Grain Co. of Lovington, Ill., with a capital stock of \$10,000.

The Sidney Grain Co. will shortly commence work on a large storage house for corn and oats at Sidney, Ill. The cost will approximate \$2,200.

The Barr Grain Co. of Plainfield, Ill., has been incorporated with \$60,000 capital stock by Charles V. Barr, Chester C. Whipple and George R. Hill.

The Bonfield Grain and Lumber Co. of Bonfield, Ill., has purchased a Hall Signaling Grain Distributor of the Hall Distributor Co. of Omaha, Neb.

Fred Colehour has traded his elevator at Mt. Carroll, Ill., to Luther Sisler for 160 acres of Kansas land. Mr. Sisler will tear down the house.

Fred G. Bauer, Jacob Pinter, Sr., and S. S. Anderson have incorporated the Arlington Grain Co. of Arlington, Ill., with a capital stock of \$5,000.

B. F. Pickrell, J. C. Pickrell and E. J. McCabe have incorporated the Lanesville Farmers' Grain Co. of Lanesville, Ill., with a capital stock of \$12,000.

The rebuilding of the McFadden Elevator at Teheran, Ill., has been completed. The old house was torn down and practically a new structure erected.

The Ocoya Farmers' Grain Co. has leased the elevator of the Rogers Grain Co. at Ocoya and will conduct it in connection with the Farmers' Elevator.

The Arenzville-Hagener (Ill.) Farmers' Elevator Co. is planning to increase its capital stock to \$20,000. J. S. Batis is secretary and treasurer of the company.

The Farmers' Grain and Live Stock Co., recently organized at Litchfield, Ill., with a capital stock of \$15,000, have purchased the Noble Elevator at Litchfield.

The Alta Farmers' Elevator Co. of Alta, Ill., has been incorporated by F. A. Jones, John C. Holmes, Thomas C. Williams and William Doran, with a capital stock of \$2,500.

Marshall P. Shrope, who has been engaged in the grain business at Stillman Valley, Ill., for a number of years, has bought the elevator and mill of A. L. Colton, at Rockford, Ill.

Schultz, Baujan & Co. of Beardstown, Ill., are erecting a new 12,000-bushel elevator at Cass Siding, near Virginia, Ill., to relieve the congestion at their other elevator in that vicinity.

A. F. Labhardt and A. J. Watkins have purchased and taken possession of the elevator of L. D. Mange at Greenville, Ill. Mr. Labhardt was formerly manager of the Farmers' Elevator at Highland, Ill.

The farmers of Clarion, Ill., are considering the formation of a new elevator company, or joining with the Mendota (Ill.) Farmers' Grain and Supply Co., with a view to taking over the Dole Elevator at Clarion.

The Strawn Farmers' Elevator Co. of Strawn, Ill., has collapsed, due to the defalcation of the manager, who has decamped. Investigation proved him to be short in his accounts to the amount of \$23,000. Speculative losses are assigned as the cause. G. W. McCabe, a banker of Chatsworth, Ill., holds a chattel mortgage for \$9,500 on the elevator, scales and office, and other obligations were found to be outstanding. John Goembel has been put in temporary charge of the company's business; but the elevators have been transferred to private parties.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports the following recent changes among the grain dealers of Illinois: George F. Barrett (mail Pana) succeeds L. S. Culp at Tower Hill; A. L. Stanfield (mail Edgar) succeeds Oscar Jones at Horace; E. C. Davis succeeds Davis & Davis at Arthur; Horton Bros. succeed J. K. Horton at Garrett; Nobbe Elevator Co. succeeds Nobbe Bros. at Farmersville; Cooley & Ferris succeed Cooley & Berger at Reddick; Davis Grain Co. succeeds Johnston Lumber Co. at Toulon; O'Hara & Gaddis succeed Wm. Ernst at Carlock; A. F. Davis succeeds Davis Bros. at Fairbanks; Farmers' Grain Co. succeeds Rogers Grain Co. at Strawn; Barr Grain Co. succeeds

C. V. Barr at Plainfield, Frontenac and Caton Farm.

E. M. Grunsted, who recently sold his elevator and grain business at Rankin, Ill., to D. Kelley, has purchased the elevator of Coon Bros. at Cheneyville, Ill.

The Farmers' Elevator Co. of Assumption, Ill., is planning to remodel and rebuild its house at that place at a cost of \$5,000. A third grain dump will be installed and electric power used throughout. Work will be started about March 15.

The new elevator for C. B. Munday will be built on the Wabash road in Litchfield, Ill., and be a frame, ironclad building, with composition roof. The elevator will have four stands of elevators, Marseilles Sheller, Cornwall Cleaner, warehouse separator, Richardson 2,000-bushel Scale, Friedline Car Puller. There will be a meal room addition, 16x20 feet and two stories high, with Bowsher Mill, Williford Three-roller Mill, Barnard & Leas Scalpers. The cob-house and dust-room will be located 25 feet from the elevator. The power will be electric motors. All foundation work will be of concrete. Fred Friedline & Co. have the order for plans and specifications and contract to superintend the work.

The Hennepin Canal Grain Co. has been organized at Manlius, Ill., and incorporated with \$50,000 capital stock. The company will engage in the grain business along the Hennepin Canal and its feeder. The plans outlined contemplate the erection of five elevators along the canal and feeder and the construction of two 9,000-bushel barges and a tugboat for service along the canal. The directors of the company plan to begin the erection of the elevators about April 1 and have announced the following locations: Fischer's farm, northwest of Sheffield; the Hamilton or Munson farm, northwest of Sheffield; the county line between Bureau and Whiteside counties; McCormick's farm in Whiteside County, and Clyde Baty's farm, near Annawan or Mineral. The first four locations are on the feeder and the last on the main canal itself. The company will operate mainly through the Peoria and Pekin markets. The organizers of the company are: The Smith-Hippen Grain Co. of Pekin, Clyde Baty and L. C. Houghton of Sheffield, William McCabe of Tampico and F. G. Boyden of La Salle.

MINNESOTA AND WISCONSIN.

Gaylord, Minn., is agitating a farmers' elevator company.

August Luepke has purchased the elevator at Spencer, Wis.

The elevator at Hazel, Minn., has been closed for the season.

Charles Wheeler has leased the Rex Elevator at West Concord, Minn.

A movement is on foot to establish a farmers' elevator at St. Hilaire, Minn.

The farmers about Breckenridge, Minn., are organizing an elevator company.

There is talk of establishing a farmers' elevator company at Alberta, Minn.

Thomas Larson has leased the Rex Elevator at Hayfield, Minn., until August 1.

The Equity Exchange of Prescott, Wis., has increased its capital stock from \$7,000 to \$15,000.

The Farmers' Elevator and Mercantile Association will erect a new elevator at Waseca, Minn.

Electric power has been installed throughout in the Western Elevator Co.'s house at Wabasha, Minn.

The Monarch Elevator Co. has closed its elevator at Stiles, P. O., Sauk Center, Minn., for the season.

A farmers' elevator company is being organized at Galesville, Wis. W. D. Young is back of the proposition.

The farmers in the vicinity of Pennock, Minn., are considering the establishment of a co-operative elevator.

The L. G. Campbell Milling Co. has made arrangements for reopening the Meriden Elevator at Meriden, Minn.

The Farmers' Elevator Co. of Eden Valley, Minn., is planning to build an additional warehouse at that place.

The Eagle Roller Mill Co. is considering the removal of its elevator at Echols, Minn., to some point in the Dakotas.

Joseph A. Freestone has purchased the elevator of the Western Elevator Co. at Colfax, Wis., and will conduct it.

A movement is on foot at Bellingham, Minn., to dissolve the old Farmers' Mercantile and Elevator Co. and organize a new farmers' elevator company. A meeting will be held on March 16

to consider definite plans for the starting of the new company.

The Fraser Co., Milwaukee, has bought of the Weller Mfg. Co. for B. Stern & Sons, Milwaukee, a spiral conveying outfit.

Several meetings have been held in Fergus Falls, Minn., for the purpose of organizing a farmers' elevator company.

Kelly Bros. will shortly commence the erection of a 30,000-bushel elevator on the Great Northern right-of-way at Breckenridge, Minn.

Farmers in the vicinity of Bombay, Minn., are making an attempt to acquire the elevator of the Milwaukee Elevator Co. at that place.

The Farmers' Elevator Co. of Tomah, Wis., has purchased the Cash Elevator at that point of M. Syverson. The consideration was \$4,000.

The Osborne-McMillan Elevator Co. of La Crosse, Wis., has filed notice of dissolution, having sold its property to the Osborne-McMillan Co. of Minnesota.

Barnett & Record Co., Minneapolis, has bought of the Weller Mfg. Co. for Elevator "D" of the Consolidated Elevator Co., Duluth, an outfit of belt-conveying material.

The American Society of Equity branch at Stillwater, Minn., is planning to add the Luchsinger Feed Mill to the elevator plant purchased from M. Luchsinger last fall.

The firm of Moebeck & Heimark, proprietors of the Independent Elevator at Ulen, Minn., has been dissolved, Mr. Moebeck purchasing his partner's interest in the business.

P. F. Boulay & Bro. have leased the Cargill Elevator at Fond du Lac, Wis., for the balance of the season and will operate it in connection with their other elevator in that city.

The Springfield (Minn.) Farmers' Elevator Co. has decided to purchase the old J. B. Schmidt elevator at that place and conduct it in connection with the company's present house.

The Andrews Grain Co. has quit business at Nelby, Minn., being succeeded by H. P. Landru, an independent buyer. Mr. Landru was formerly connected with the Andrews & Gage Co.

Barnett & Record have commenced the work of driving piles for the new concrete storage tanks which are to be built in addition to the Great Northern Elevator D at Superior, Wis.

Judge M. D. Purdy has authorized Louis K. Hull, receiver for the Sleepy Eye Milling Co., to borrow \$50,000, to be used in operating the twenty-six elevators which the company controls in Minnesota and the Dakotas.

EASTERN.

A. J. Duhamel is building a grain elevator at Holyoke, Mass.

G. Walker and L. Brock have purchased the grain business of Peter Gochee at Barnet, Vt.

Salem T. Yost has recently installed a new grinding mill at his grain house at Myerstown, Pa.

The J. F. Stapleton Grain Co. of Nassau County, N. Y., has increased its capital stock from \$20,000 to \$22,500.

Construction work has been completed on the elevator of the Taunton Grain Co. at Taunton, Mass., and the machinery is now being installed.

Delph, Ettinger & Co. is the new name of the feed and grain business in Philadelphia, Pa., formerly conducted under the name of E. E. Delph & Co.

Claude Cushman has purchased the grain business of George Roberts at Glens Falls, N. Y. Mr. Roberts is a pioneer in the grain business in that locality.

The East New York Hay and Grain Co. of Brooklyn, N. Y., has been incorporated with a capital stock of \$10,000 by John Diele, A. H. Sellinger and Henry Schnurer.

O. B. Coates, A. T. Pearce, F. Moore and F. C. Woelfeld have incorporated O. B. Coates & Co. of New York City, with a capital stock of \$30,000, to deal in grain and flour.

The J. C. Jones Co. has been incorporated at Newark, N. J., with \$25,000 capital stock, to deal in grain. The incorporators are C. A. Woodruff, T. B. Stanton and W. O. Miller.

At the recent annual meeting of the Johnstown (Pa.) Dry Grains Co., J. M. Heading was elected president for the ensuing year, C. C. Willet vice-president and W. H. Strauss secretary.

The Seaboard Elevator Co. has been incorporated, with a capital stock of \$100,000, at Buffalo, N. Y. The incorporators are T. E. Cassidy, A. G. Fellner and A. D. Colburn. The new company has purchased the Richmond Elevator, one of the first built in Buffalo, paying \$100,000 for the house, which will be used for elevating canal grain. Among those largely interested in the

new concern are James A. Pendergast, William J. Warwick, W. P. Doran and A. A. Engle of Buffalo and James Pettit of Chicago.

The Manheim Milling Co. of Manheim, Pa., is building a 35,000-bushel steel storage tank in order to add to the mill's storage capacity. The contract was placed with the Steel Storage and Elevator Construction Co. of Buffalo, N. Y.

The Wheeler Elevator Co. of Buffalo, N. Y., has been incorporated with \$200,000 capital stock by Albert J. Wheeler, George C. Wheeler and Kate B. Wheeler. The company plans to begin work this spring on a new elevator on the site of the old Wheeler Elevator on the Buffalo River, which burned several years ago.

It is reported that the Pennsylvania Railroad will remove its elevator at Philadelphia from its present site to a new location at Washington and Delaware Avenues. Overhead conveyors will also be installed to load vessels. If the elevator is moved as planned, the present site will be used entirely for wharves and piers.

MISSOURI, KANSAS AND NEBRASKA.

Harry Johnston has sold his interest in the elevator at Haven, Kan.

The Dilwyn Grain and Supply Co. is remodeling its elevator at Dilwyn, Kan.

H. Reed contemplates a number of improvements in his elevator at Drexel, Mo.

Wm. Sharp has purchased the Betts Elevator at Elmwood, Neb., and taken possession.

An automatic weigher is being installed in the elevator of H. R. Chapman & Co., at Oketo, Kan.

The Florence Mill and Elevator Co. has been organized at Florence, Mo., with \$38,000 capital stock.

The farmers have purchased the elevator of the Home Grain Co. at Inman, Kan., and taken possession.

The Steinauer Milling Company, Steinauer, Neb., is fixing over an old elevator at that place for receiving grain.

The Bison Mill and Elevator Co. of Bison, Kan., is planning to erect a 75,000-bushel steel storage tank system.

Sturgeon & Co. are tearing down their old elevator at Belpre, Kan., preparatory to erecting a new 14,000-bushel house.

The Great Western Cereal Co. is to build a 35x50-foot addition, four stories high, to its elevator at Nebraska City, Neb.

The Aurora Milling Co. is making preparations for the construction of a 45,000-bushel elevator adjoining the mill at Aurora, Neb.

The name of the Farmers' Grain, Live Stock, Fuel and Supply Co. of Langdon, Kan., has been changed to the Farmers' Elevator Co.

It is reported that the Red Star Mill Co. of Wichita, Kan., is planning to enlarge its elevator capacity in that city by 125,000 bushels.

A Richardson Automatic Scale, manufactured by the Richardson Scale Co. of New York City, is being installed in the new 50,000-bushel elevator of the Tampa Milling Co. at Tampa, Kan.

A new Hall system of grain distributing, built by the Hall Distributor Co. of Omaha, Neb., is being installed in the new 50,000-bushel elevator of the Tampa Milling Co. at Tampa, Kan.

M. J. Lane is building a 20,000-bushel elevator at Gerlaine, near Medicine Lodge, Kan. The Harper Mill and Elevator Co., of Harper, Kan., is also planning to build an elevator at Gerlaine this spring.

The Duff Grain Co. of Nebraska City, Neb., has leased all the elevators owned by the Bartling Grain Co. of the same city and will operate them. George C. Johnson of Omaha has recently acquired an interest in the firm.

George E. Hotchkin of Tecumseh, Neb., and John W. Mackie of Austin, Minn., have purchased the Tecumseh Mill and Elevator Co. at Tecumseh, Neb., and will conduct it under the name of the Tecumseh Milling Co.

The P. H. Pelkey Construction Co., Wichita, has bought of the Weller Mfg. Co. for Tampa Mill and Elevator Co., Tampa, Kan., a complete elevator outfit, including elevators, power shovels, transmission machinery, etc.

The P. H. Pelkey Construction Co., Wichita, has bought from the Weller Mfg. Co. for the Sylvia Mill & Elevator Co., Sylvia, Kan., complete outfit for elevator, including elevator legs, power transmitting machinery, etc.

The new 225,000-bushel elevator of T. B. Hord, at Columbus, Neb., was finished last month. The main building is 32x38 feet, and stands 109 feet high, with an annex 75½ feet high. The machinery, which is operated by electricity, can handle 3,500 bushels per hour. The new elevator

is said to be the largest in the state outside of Lincoln and Omaha.

The Cortland Farmers' Grain and Coal Co. has been organized at Cortland, Neb., with a capital stock of \$10,000. It is planned to either buy one of the established elevators at that place, or build a new house of about 20,000 bushels' capacity.

W. R. Smith of Mound City, Kan., has purchased the elevator formerly owned by Hendrickson & Sharpless at Effingham and will take possession about March 15. From this date the headquarters of Hendrickson & Sharpless will be at Farmington, Kan.

J. W. Machin has sold his elevator at Wamego, Kan., to the Lord Milling Co. of that town. The purchasers will make a number of changes and additions to the house. In turn Mr. Machin has purchased the elevator of Frank Short at Wamego, which he will operate, after making several improvements.

The Wall-Rogalsky Milling Co. has let the contract for the building of sixteen new steel storage tanks at McPherson, Kan. The tanks will be fifteen feet in diameter and fifty-five feet high, with a total capacity of 75,000 bushels. The company has also recently purchased several elevators along the Rock Island system.

OHIO, INDIANA AND MICHIGAN.

Charles Bowman has entered the grain business at Charlotte, Mich.

Alden Beatley has succeeded Woodcock & Beatley at King's Creek, Ohio.

Wibbels Bros. are preparing to build a new grain elevator at St. Marks, Ind.

O. O. Newhard is contemplating several additions to his elevator at Bluffton, Ind.

The elevator of Kinsey Bros. at Warsaw, Ind., has been purchased by Pontius Bros.

Jas. D. Sisson is planning to erect an elevator and grain warehouse at Canteloupe, near Decker, Ind.

The Berne Grain and Hay Co. of Berne, Ind., has given notice of a decrease in its capital stock.

The Rochester Elevator Co. of Rochester, Mich., has been incorporated with a capital stock of \$10,000.

A farmers' elevator company has been organized at Bellevue, Ohio, with a capital stock of \$15,000.

The newly organized St. Paul Stock and Grain Co., of St. Paul, Ind., is planning to erect an elevator at that point.

It is reported that the Eagle Elevator at Portland, Mich., which burned about a year ago, will be rebuilt this spring.

The A. W. Thompson Co. of Indianapolis, Ind., has been incorporated with a capital stock of \$20,000 to do a general grain business.

Delp, Ettinger & Co., Bourbon, Ind., have bought of the Weller Mfg. Co. grain elevator machinery, including spiral conveyors, buckets, etc.

The E. E. Evans Hay and Grain Co. of Tiffin, Ohio, has commenced the construction of an elevator and warehouse at Rossford, Ohio.

Alexander & Merkel have taken over the Clugston Elevator at Ashland, Ohio, lately operated by L. B. Fox & Co., and are conducting it.

The Smith Grain Co. of Canton, Ohio, has been incorporated with \$20,000 capital stock, by G. M. Letherman, D. S. Cable and C. Montgomery.

The Patterson-Noyes Grain Co. of Albion, Mich., has been incorporated with \$5,000 capital stock, by C. E. Patterson, A. N. Ford and W. R. Noyes.

Wm. Cook & Son, who recently sold their elevator at Ohio City, Ohio, to William Mahan, have leased the elevator of E. C. Fisher, at Cavett, Ohio.

B. G. Brown & Son have sold their grain elevator and business at Springport, Mich., to P. J. Wilson and Melvin Griffith, who have taken possession.

Hess Bros., grain dealers of Columbiana, Ohio, are negotiating for the purchase of a site at West Point, Ohio, on which they plan to erect a new grain elevator.

The Valley City Milling Co. of Grand Rapids, Mich., has purchased a Hall Signaling Grain Distributor, manufactured by the Hall Distributor Co. of Omaha, Neb.

McMorran Bros. of St. Paris, Ohio, are planning to build a new elevator in Logan County and start a townsite around it. The new station will be called McMorran.

Hastings & Schlamb, who succeeded to the grain business of Hancock & Adams at Redkey, Ind., some six months ago, are winding up their business at that point. Mr. Hastings will remove

to Bluffton, Ind., and Mr. Schlamb to Fort Recovery, Ohio.

J. C. Beckwith, S. D. Strong and Frank E. Nowlin have incorporated the Southern Michigan Hay and Grain Co. of Marshall, Albion and Homer, with a capital stock of \$30,000.

J. L. Swaim has purchased the interests of Elijah Elliott in the Fairmount Grain Co., which operates the grain elevator at Fairmount, Ind. Mr. Elliott will remove to Alden, Mich.

Plans have been prepared by the Reliance Construction Co. of Indianapolis, Ind., for the new 25,000-bushel elevator which Strauss, Ackerman & Co., of Albion, will erect at Kimmell, Ind.

The Heffner Milling Co., of Circleville, Ohio, has purchased of Ballard B. Yates the elevator at Williamsport, Ohio, formerly operated by Huusicker & Yates. Possession was given on March 1.

The Day-Kaumeier Grain Co. of Detroit, Mich., has been incorporated with a capital stock of \$15,000. The incorporators are Wm. Kinney, Hubert Wright, O. G. Heter, C. A. Cook and F. E. Hitch.

C. F. Davison is clearing away the ruins from the site of his elevator at Uniondale, Ind., which was destroyed by fire several months ago, and will shortly commence construction work on a new house.

The Richmond Elevator Co. of Lenox, Mich., which built an elevator at Hickey, Mich., last season, has succeeded in securing a railroad depot on the G. T. Ry. at this point. Hickey is six miles east of Lenox.

The Watts Elevator Co. has purchased the elevator of the Marion Milling and Grain Co., at Green Camp, Ohio, for a consideration of \$6,000. The latter company is closing out its business and will be dissolved.

Negotiations are under way for the sale of Washash Elevator No. 5, at Toledo, Ohio, to the J. Rosenbaum Grain Co. of Chicago. The elevator, which is on the Toledo river front, has been closed since December 15.

The Acme-Evans Co. of Indianapolis, Ind., has been incorporated with a capital stock of \$350,000 to operate grain elevators and flour mills. The incorporators are George T. Evans, Arthur Gillett, Harvey Mullins, Edgar H. Evans and I. E. Woodward.

WESTERN.

It is reported that a new grain elevator will be erected at Idaho Falls, Idaho.

L. M. Hunt has purchased the business of the Upton Grain Co. of Colorado Springs, Colo.

The Waverly Grain Co. of Waverly, Wash., is considering the installation of a number of grain and seed cleaners.

A. Davis has purchased a site adjacent to the Northern Pacific right-of-way at Wibaux, Mont., and will erect an elevator this spring.

It is reported that George Keltou of Portland, Ore., in conjunction with local capitalists will erect an elevator and warehouse at Lafayette, Ore.

Three more elevators will shortly be built at Conrad, Mont. J. E. Helms, the Cargill Elevator Co. and the Hennepin Elevator Co. have all applied for sites on the railroad.

The Imperial Grain & Milling Co. of El Centro, Imperial and Heber, Cal., will change its name to the Imperial Valley Mercantile Co. A new warehouse is planned at El Centro.

It is reported that J. K. Mullen of Denver, Colo., has purchased the site of the recently burned Imperial Mill at Caldwell, Idaho, and will erect a grain elevator and flour mill upon the premises.

The State Board of Control has fixed prices for grain bags manufactured this year at the Washington State Penitentiary at Walla Walla at 6.2 cents each for wheat sacks and 7.5 cents each for oats sacks.

The David Robbins Grain Co. has been incorporated at Salt Lake City, Utah, with a capital stock of \$30,000. David Robbins is president of the company, M. C. Righy vice-president and Vendla Farrell secretary and treasurer.

The Syracuse Milling and Elevator Company has been incorporated at Syracuse, Colo., with a capital stock of \$20,000. The head of the new business is H. E. Johnson of Denver, connected with the Colorado Milling and Elevator Company.

After considering propositions from the cities of Vancouver, Wash., and Portland, Astoria and St. John, Ore., the Pacific Farmers' Union has practically settled upon Portland, Ore., as the site for the new 600,000-bushel elevator which it is planned to erect this year. The elevator will be on the water front and will cost in the neigh-

borhood of \$250,000. Secretary Fred Muller of the Portland Board of Trade is in charge of the proposition at that end.

It is reported that fifteen unions of the Farmers' Educational and Co-operative Union have been formed in the vicinity of Pendleton, Ore., and that they are planning to erect a warehouse jointly with the sheepmen for the storing of wheat and wool.

CANADIAN.

The Matheson-Lindsay Grain Co. of Brandon, Man., has registered partnership.

The firm of MacLennan Bros., grain dealers at Winnipeg, Man., has been dissolved.

M. Orr of Stoughton, Sask., is planning to erect an elevator at Wainwright, Alberta.

The Golden West Grain Co. has commenced business at Weyburn, Sask., with a capital stock of \$100,000.

The Grain Growers' Grain Co., Ltd., of Winnipeg, Man., are applying for a franchise to conduct a brokerage business.

A petition signed by 20,000 farmers has been presented by the Manitoba Grain Growers' Association, asking for government ownership or control of the provincial grain elevators.

Work will be started this month on the first terminal grain elevator to be erected at Vancouver, B. C., for the export of wheat from Alberta. K. Burnett, of Nanton, Alta., is erecting it.

Horace H. Palethorpe, Robert J. McLelland, William K. Chandler, Henry W. Whitla and Hugh Phillips have incorporated the National Elevator Co., Ltd., of Winnipeg, Man., with a capital stock of \$500,000.

It is reported that forty-three elevators will be erected in Alberta this coming season, twenty-five by the Alberta Pacific Elevator Co., eight by the Alberta Grain and Elevator Co., and ten by other parties.

The Western Terminal Elevator Co., Ltd., of Winnipeg, Man., has been incorporated with a capital stock of \$500,000 by Robert Siderfin, A. H. Campbell, Francis D. Dilts, Wilson M. Graham and George D. Munro.

Premier Rotherford of Alberta has asked the Dominion government to confer powers on Alberta province to enable it to build and operate an elevator system for the purpose of storing, transporting and grading grain.

The Barnett & Record Co. of Minneapolis has secured the contract for the new 115,000-bushel elevator to be erected at Vancouver, B. C., by the Vancouver Milling and Grain Co. The building will be of wood construction, iron-clad.

The Northern Elevator Co. has practically completed plans for the erection of elevators at Leslie, Elfros and Wynyard, Sask., on the Yorkton-Lanigan extension. Construction work has already been started at Leslie and Elfros.

The Montreal Warehousing Co. has chosen the following officers for the ensuing year: Charles M. Hays, president; E. H. Fitzhugh, vice-president, and George H. Hanna, secretary and manager. The first two gentlemen, together with W. M. Ramsay, John W. Loud and William Wainwright, constitute the board of directors.

New Westminster, B. C., is making a strong bid for terminal elevators to handle Alberta shipments. A delegate was sent to the recent Calgary Grain Conference, and a strong committee has been appointed to thoroughly investigate the matter and obtain proposals. The members of the committee are: J. Peck, T. J. Trapp, W. R. Gilley, D. S. Curtis, J. A. Cunningham and A. E. White.

The Goderich Elevator and Transit Co., Ltd., Goderich, Ont., is reported to be about to increase its machinery and accommodation. Heavier driving motors and a new marine leg to elevate 18,000 bushels an hour, new turn shovel engines and larger distributing conveyors are among the improvements contemplated. The company recently completed a successful year, and paid a 10 per cent dividend.

In view of the recent trend of export grain shipments toward the Pacific Coast, the proposal to erect terminal elevators at Vancouver, B. C., has received serious consideration. H. Mooers & Co. of Klugston, Ont., who are planning to erect a 500,000-bushel house at Vancouver, petitioned the City Council for tax exemption, but were refused, on the ground that the prospects for grain shipments were assured, and that the profits in the business were sufficient to eliminate the necessity for inducements. The company has announced, however, that it will proceed as intended and are now negotiating with the Canadian Pacific for a site on Burrard Inlet at Vancouver. The C. P. R. is also planning to erect

an elevator of its own, and has sent F. W. Peters to Vancouver to arrange for the preliminary details. The Calgary Wheat Shippers' Association has also leased a site on Deadman's Island, and is considering the erection of an elevator.

A site has been chosen at Victoria Harbor, Ont., on Georgian Bay, by the Canadian Pacific Railway, and a 2,000,000-bushel house will be erected at an approximate cost of \$900,000, which sum will include the building of wharves and other equipment. The contract for the house has been let to the John S. Metcalf Co. of Chicago. The establishment of this house will mean a longer water haul from Fort William, but a shorter rail haul, thus materially reducing transportation charges.

SOUTHERN AND SOUTHWESTERN.

Wolsey J. Massey has finished his new 100,000-bushel elevator at Prices, Md.

The C. L. Trice Grain Co. of Lott, Texas, has filed a certificate of dissolution.

Beatty & Hamlin are planning the erection of an elevator at Mount Vernon, Ky.

The Cobb & Elliott Grain Co. has succeeded the Plains Lumber and Grain Co. at Plainview, Texas.

The Rex-Perkins Co. of Amarillo, Texas, has closed its office at San Antonio, Texas, for the present.

Charles A. Barricklow of Muskogee, Okla., has purchased the elevator of the Council Hill Grain Co. at Council Hill, Okla.

The Caudill Elevator at Clinton, Okla., has been purchased by the J. D. Chalfant Grain Company, which is now operating it.

A. A. Fielder, J. R. McElroy, D. W. Gulick and R. S. Fulton have incorporated the Sherman Mill and Grain Co. of Sherman, Texas, with a capital stock of \$75,000.

J. M. Trenholm & Co. are planning to establish a \$10,000 grain elevator at Binghamton, a station at Memphis, Tenn. The machinery will be operated by electricity.

D. J. Hayes Co. has bought of the Weller Mfg. Co. for J. A. Austin Export Co., Galveston, Texas, a complete outfit of conveying and power transmitting machinery.

The Deer Creek Elevator Co. of Deer Creek, Okla., has purchased the Farmers' Elevator at Medford, Okla., and will make extensive improvements before opening the house.

Kaucher, Hodges & Co., Memphis, Tenn., have bought of the Weller Mfg. Co. for G. E. Patteson & Co. of same place an elevator outfit, including car puller, elevator legs, power shovel, etc.

R. J. Riddle, W. H. Crozier, Deems R. Riddle, F. M. McBryde and Earl Sellers have incorporated the W. H. Crozier Grain Co. of Nashville, Tenn., with a capital stock of \$20,000.

J. A. Horn, Oklahoma City, has bought of the Weller Mfg. Co. for the El Reno Mill and Elevator Co., Bison, Okla., an elevator outfit, including elevators, spiral conveyors, spouting, rope drive, etc.

W. W. Staley and E. Anderson of Ottawa, Kan., have purchased the Lawrence Grain and Milling Co. of Checotah, Okla., and will conduct the business. Mr. Staley will take local charge in Checotah.

Work has commenced on the two new 40,000-bushel steel storage tanks for the Sequin Milling and Power Co. at Sequin, Texas. The Steel Storage and Elevator Construction Co. of Buffalo, N. Y., has the contract.

Guy E. Patterson has commenced work on his new 50,000-bushel elevator at Memphis, Tenn. The house will be located at James Avenue and the Belt Line and will have a capacity per day of twenty cars, in and out.

J. C. Van Arsdell & Co., Dallas, has bought of the Weller Mfg. Co. for the Texas Mill and Elevator Co., North Fort Worth, Texas, a complete elevator outfit, including elevators, power shovel, grain cleaner, clippers, etc.

The Oklahoma Farmers' Union say they have decided "to locate grain elevators at every available shipping point throughout the state, in order to bring the element of competition more strongly into the grain marketing of that state." (Sic!)

The George N. Foote Co. of Gulfport, Miss., has been incorporated with a capital stock of \$30,000 by George N. Foote, C. H. Campbell and August Cooley. A building site has been secured and a grain warehouse will be erected at once.

The recent sale of the elevator of the late Frederick C. McComas at Hagerstown, Md., to John Gassman for Steffey Findley has been set aside by Judge Keedy. The price sold at was \$8,355, and Christian M. Horst, who now operates the house, took exception to the sale on the

ground that the sum named was his bid. At the sale Gassman had bid \$8,360, and Horst then walked away. The auctioneer then dropped back to \$8,355, which Horst and Gassman each considered as his bid. The property will be resold.

The Tennessee-Oklahoma Grain Co. has been incorporated under the laws of Tennessee with a capital stock of \$10,000. The location is given as Davidson County and the incorporators are Allen Hardison, F. E. Gillette, J. W. Gartner, A. D. Knox and J. E. Lovell.

Smith, Wiley & Co. have let the contract for a new 15,000-bushel elevator at Sanger, Texas. A Hall Grain Distributor and a Richardson Automatic Scale will be installed and all transmitting machinery furnished by the Weller Manufacturing Co. of Chicago.

The Riverside Warehouse and Elevator Co. of Memphis, Tenn., has let the contract for a new warehouse to Fred Friedline & Co. of Chicago. The building will be of concrete and brick, measuring 94x120 feet, and two stories in height. It will be completed in April and will be operated by Webb & Maury.

J. M. Treholm & Co. will build a 45,000-bushel transfer and sacking elevator and warehouse at Memphis. The plant will be 60x114x84 feet high, with two tracks along one side, concrete foundations and basement, first story of heavy framework, 14 cribbed bins, three-story cupola, warehouse one story, suite of offices in corner of warehouse. The machinery will consist of double receiving sinks, 30-inch belt conveyor, 22x8 receiving leg, two house legs, 9x24 double roller mill, receiving separator and 6-bushel bagging scale, 96,000-pound hopper scale, with 2,000-bushel hopper, rope drives, electric motors for power. This plant is to be built on the I. C. and N. C. & St. L. roads and Broad Street in Binghampton, a suburb of Memphis. Messrs. Fred Friedline & Co. prepared the plans and specifications, and ground will be broken for the work about the first of April.

THE DAKOTAS.

The Farmers' Elevator at Tyler, N. D., has reopened for business.

Work has commenced on the Columbia Elevator Co.'s new elevator at Bucyrus, N. D.

An attempt is being made to organize a farmers' elevator company at Cavour, S. D.

F. H. Shepard has purchased the recently completed Lahart Elevator at Belfield, N. D.

The organization of a farmers' elevator company is being perfected at Upham, N. D.

The Hasvold Elevator Co. is planning to erect an elevator at Cortland, S. D., this spring.

A farmers' elevator is being considered by those residing in the vicinity of Sarles, N. D.

The Duluth Elevator Co. has closed its house at Viborg, S. D., for the remainder of the season.

The Empire Elevator Co. is planning to rebuild its house at Brampton, N. D., which burned in January.

The farmers in the vicinity of Perth, N. D., are arranging for the purchase of an elevator at that point.

The N. J. Olsen Elevator at Marion, N. D., has been sold to the Sullivan Elevator Co. and O. C. Christopherson.

F. W. Hart has purchased the interest of Alfred Alder in the Volin Flour Mill and the Volin Elevator at Volin, S. D.

Ross E. Parks of Lily, S. D., has purchased the Reliance Elevator at Webster, S. D., and removed to the latter town.

Otto Schulz has purchased the interests of his partners in the Ireys Elevator at Washburn, N. D., and is now sole owner.

The farmers are planning to build an elevator at Flasher, N. D. It is intended to organize a company with \$20,000 capital stock.

The Farmers' Elevator Co. of Westport, S. D., is planning to erect another elevator on the spur six miles north of their present house.

The Brown County Farmers' Elevator Co. has purchased the elevator of the Exchange Grain Co. at Langford, S. D., and will operate the house.

A farmers' elevator company has been organized with \$25,000 capital stock at Antler, N. D. S. C. Inman is president and J. P. Brennan, secretary.

The Chicago, Milwaukee & St. Paul Railroad has arranged to put in a number of "industry tracks" at irregular intervals of a few miles between its stations west of Aberdeen, S. D. The tracks are destined to accommodate elevators which may be erected for the benefit of farmers. Five such locations have already been set aside

west of that place, on land donated by farmers, and they will be known as Fife, Grady, Beebe, Greta and Sitka.

The farmers in the vicinity of Volin, S. D., have decided to build a new elevator at that place. There are already four houses located at that point.

A farmers' elevator company is being formed near Cando, S. D. It is planned to build an elevator between the towns of Rock Lake and Crocus this spring.

The Hawkeye Elevator Co. will rebuild its house at Aberdeen, S. D., recently destroyed by fire, as soon as the loss on the old plant has been fully adjusted.

The old Reliance Elevator at Mitchell, S. D., which has stood on the same site for over twenty-five years, is being taken down to make way for a new railway station.

The Farmers' Elevator Co. of Turton, S. D., is planning to erect an elevator at that point during the coming season. Secretary John Steffes is in charge of the matter.

The Younglove Construction Co. of Sioux City, Iowa, has obtained the contract for a 25,000-bushel elevator to be erected at Kimball, S. D., for the Kimball Roller Mill Co.

H. F. Shephardson of Sioux Falls, S. D., and S. W. Van Osdel of Gayville, S. D., have acquired an elevator at the latter point and will operate it under the style of the Van Osdel Grain Co.

The farmers' company at Madison, S. D., has entered into a grain war with the milling company at that place and local prices on grain have been raised, and those on flour slashed right, and left.

The recently organized Farmers' Elevator Co. of Cresbard, S. D., is planning to build a house at that point to cost about \$10,000. R. M. Griffith is president of the company and Charles S. Doolittle, secretary.

Farmers' elevator companies have been organized or are in contemplation at the following towns in the Dakotas: Plankinton, S. D.; Edinburg, N. D.; Rock Lake, N. D.; Naples and Stockholm, S. D.; Richardson and Upham, N. D.; Anamoose, N. D.; Cavour and Volin, S. D.

A large number of farmers in the northern part of South Dakota are building elevators of their own on their farms. Hiram Kipp, living south of Columbia, has just finished an 8,000-bushel house, and William Bengs, near Aberdeen, is building an elevator to store a full season's crop.

The line of elevators owned by A. J. Reiger along the M. & St. L. extension in South Dakota were closed last month for financial reasons. Mr. Reiger had a string of nine elevators, all reported to be doing a good business, but too rapid expansion placed him in financial difficulties, with the afore-mentioned result.

James G. Brady of Aberdeen, S. D., is planning to erect an elevator at Sitka, S. D., one of the new "industry sites" on the Chicago, Milwaukee & St. Paul Railway. Mr. Brady, who has several elevators now in operation in that vicinity, plans to have his new house completed in time to handle next fall's crops.

The Farmers' Elevator Co. of Vermillion, S. D., has decided to erect an elevator at Burbank, S. D., in the eastern part of Clay County. Shares of stock for the erection of the house will be sold and it is planned to commence work at the earliest possible moment. The company is also considering the building of an elevator at Meckling, in the western part of Clay County.

Governor Warner of Michigan has appointed William Judson of Grand Rapids, L. D. Watkins of Manchester and J. A. Heath of Lenox as delegates to the convention for the promotion of better trade relations with Canada, to be held in Detroit, April 22, 23 and 24. Many county delegates have also been appointed.

In a recent bulletin, Professor Ten Eyck, agronomist at the Kansas State Agricultural College, states that of hundreds of samples of wheats from various parts of the world tested at the Kansas experiment stations during the past eight years, the Kharkof variety has been chosen as the best. This wheat was imported from Russia by Prof. M. A. Carleton, cerealist, United States Department of Agriculture, and at the Manhattan station it ranks first in average yield for five years, 1904 to 1908. It is also among the highest producers at the Fort Hayes and McPherson stations. Farmers from all over the state are reporting very favorably on the hardness and production of this variety. Among more than one hundred reports received from growers who had secured seed from Manhattan, only two reported unfavorably, and one of these was located in Southeastern Kansas, really the soft wheat section of the state.

THE EXCHANGES

The board of directors of the St. Louis Merchants' Exchange has notified the members that the rules against smoking, throwing grain and other articles, etc., on the floor of the Exchange will be strictly enforced.

The following committee chairmen have been chosen by the committees of the Philadelphia Commercial Exchange: Information and Statistics—Walter K. Woolman; River and Harbor—Antonio Sans; Floor—William F. Brey; Complaints—A. B. Clemmer.

The directors of the Kansas City Board of Trade, in an effort to limit "curb" trading, have adopted the following resolution: "Resolved, That the trading floor of the exchange must be vacated at 1:15 p. m. on Saturdays and at 2:30 p. m. on other days."

Many of the members of the St. Louis Merchants' Exchange are complaining of the inspection on the east side of the river, where Illinois inspection is in force. The complaints are directed particularly against what is known as Illinois hard winter wheat, which has characteristics of both hard and soft winter wheat.

The Omaha Grain Exchange and the large shippers of the Omaha Commercial Club are considering a plan to jointly hire a traffic expert to look after both grain and jobbing shipping interests. Two men have so far been mentioned for the position: John M. Guild, present commissioner of the Commercial Club, and E. J. McVann, secretary of the Grain Exchange, but no final decision has been reached.

The Grain Section of the Toronto Board of Trade has patched up its differences with the directors of the board. A controversy had arisen between the Grain Section and executives of the Board itself over the question of who should bear the cost of obtaining and posting the daily grain quotations, and the Grain Section threatened withdrawal and the formation of a separate Corn Exchange. The Board has agreed to supply the quotations.

After efforts extending over six months on the part of the local grain trade to revise the rules, regulations and charges of the official weighing bureau of the Cincinnati Chamber of Commerce, the committee in charge has agreed to adjourn indefinitely. The different interests represented, the railroads, the warehouse, the commission handlers and the grain dealers, found themselves unable to agree upon a satisfactory system, and the project had to be abandoned.

The names of Wallace M. Bell, head of the firm of W. M. Bell & Co., and E. C. Wall, the present head of the Chamber, are proposed for the presidency of the Milwaukee Chamber of Commerce. The election takes place on April 5. Considerable opposition has developed among the members to the proposal to put the offices of grain inspector and weigher on an appointive basis, all fees being paid into the treasury of the chamber. Heretofore the offices have been filled by election.

Owing to a difference of opinion on the question of publicity among the delegates to the recent trades' inquiry at Philadelphia, the first meeting of the newly constituted board of inquiry adjourned without taking any action. William M. Richardson and Samuel F. Scattergood, of the Philadelphia Commercial Exchange, championed the cause of publicity. It was agreed, in the face of divided opinion, to adjourn to some future date, when a permanent board will be formed.

At the recent annual meeting of the Montreal Corn Exchange Association the following officers were chosen: Joseph Quintal, president; Alfred Chaplin, treasurer. Committee of management—R. W. Oliver, P. B. Earle, W. W. Hutchison, J. S. Norris, E. S. Jacques, James Carruthers, W. I. Gear. Board of Review—T. A. Crane, E. Judge, C. B. Esdaile, H. W. Raphael, J. E. Hunsicker, Alexander McFee. The Association is planning to exchange views with the Winnipeg Association on the new bill of lading for grain-carrying vessels.

The Montreal Board of Trade held its annual meeting last month, electing the following officers: F. Robertson, president; G. L. Cains, first vice-president; R. M. Ballantyne, second vice-president; J. R. Binning, treasurer. Council—W. Agnew, J. Baillie, G. F. Benson, J. H. Burland, H. R. Drummond, J. Ethier, W. P. Hunt, R. Ironside, J. R. Kinghorn, R. W. Reford, J. A. Vaillancourt and N. Wight. Board of arbitration—A. A. Ayer, James Carruthers, G. Caverhill, W. W. Craig, T. J. Drummond, C. B. Esdaile, W. I. Gear,

E. B. Greenshields, A. J. Hodgson, A. McFee, J. McKergow, R. Reford.

The following committees have been appointed by the directors of the Baltimore Chamber of Commerce: Foreign trade—Charles England, Robert Ramsay, Edwin Hewes, F. A. Meyer and E. L. Dinning. Transportation—J. W. Snyder, G. S. Jackson and Walter Kirwan. Weighing—L. J. Lederer, J. M. Dennis and Eugene Blackford, Jr. Margins—W. R. Hammond, T. P. Loney and L. P. Goldsborough. Flour—J. Ross Myers, H. S. Belt, V. H. Brun, C. H. Gibbs, J. C. Legg, W. G. Smith and William C. Scott. Arbitration—W. H. Hayward, J. H. Gildea, Jr., G. T. Gambrell, Louis Muller and C. S. Schermerhorn.

H. A. PLUMB.

The death of William J. Langson of the Milwaukee Chamber of Commerce, Mr. Murray of the Cincinnati Price Current says, removes the secretary of longest service among our commercial exchanges, Mr. Langson having been appointed in 1864. The ranking secretary now is George H. Morgan, of the St. Louis Merchants' Exchange, whose service began in 1865, continuing since then; and he does not have the appearance of a person near the end of his serviceable career.

It is then a fine thing to be named as successor to a man of such eminence in his profession;



H. A. PLUMB.

and the honor at Milwaukee has fallen to H. A. Plumb, who was chosen secretary-treasurer for the unexpired term of Mr. Langson, but who will no doubt be re-elected on April 5 for the regular term.

Mr. Plumb has been familiar with his line of duty for many years and has had a thorough training therefor. For some four years prior to going to Milwaukee in 1893 he was with Armour & Co., at Chicago, and during his sixteen years at Milwaukee, he has acted as assistant to Secretary Langson and for a year has been Assistant Secretary, an office created for Mr. Plumb in April last.

MEMPHIS TO ENLARGE TERRITORY.

For the purpose of broadening the scope of both buying and selling territory, and for the purpose as well of correcting any irregularities in the freights that may be found to exist operating against Memphis, the Memphis Grain and Hay Association has established a private freight bureau and appointed C. B. Stafford as freight commissioner. Mr. Stafford has been with the Frisco System for the past thirteen years.

The first work of the new bureau will be to place Memphis on a competing basis for Arkansas territory immediately adjacent to the Memphis gateway. Memphis dealers, heretofore, have not been a factor in this trade, and it is hoped by those interested that the rates can be so equalized as to make this possible. In time it is hoped that arrangements can be made whereby the territory through which the Association operates may be extended both west and north of Memphis.

According to Consul A. G. Seyfert of Owen Sound, the annual statement of Canadian grain shipped during the year 1908 from Fort William and Port Arthur shows that from April 14 to December 12, or 242 days of navigation, 68,194,300 bushels were transported, or an increase over the previous year of 8,383,477 bushels. The shipments to the six ports on Georgian Bay were 13,840,361 bushels of wheat; 3,930,624 bushels of oats, and 377,783 bushels of barley, a grand total of 18,146,677 bushels.

COMMISSION

J. J. Coon & Co. of Toledo, Ohio, reports a good cash business for the month of February, wheat being especially in good demand from the Southeast.

Henry A. Towner, the oldest member of the Chicago Board of Trade, has posted his membership for transfer. On account of ill health Mr. Towner retires from business.

Luther S. Dickey, Jr., who was with S. C. Love & Co., Chicago, during the past three years, has embarked in the general grain and provision brokerage business on his own account.

The Osborne-McMillan Elevator Company of La Crosse, Wis., has filed notice of dissolution after sale and transfer of property and rights to the Osborne-McMillan Company of Minnesota.

Rubins & Bruso have succeeded Rubins Bros. at Buffalo, N. Y., and the Peavey Grain Co. of Chicago, has opened an office at 203-206 Chamber of Commerce, Buffalo, of which O. A. Bruso, of Rubins & Bruso, is manager.

Charles V. Fisher of Kansas City has bought the Kansas City Board of Trade membership of the late Benjamin F. Paxton from William T. Kemper. Mr. Fisher is connected with the Peirson-Lathrop Grain Company of Kansas City.

Geo. E. Marcey, president of the Armour Grain Co., Chicago, has gone to California, to be absent until about April 1. Mr. Marcey has but lately recovered from an attack of typhoid fever and is spending a few weeks recuperating on the Pacific Coast.

Walter S. Post, grain broker on the New York Produce Exchange, has filed a petition in bankruptcy with liabilities \$4,934 and no assets. Mr. Post, previous to going to New York, was in charge of the grain department of the Reynolds Elevator Company at Poughkeepsie, N. Y.

W. J. Pope of Chicago, who retired from active business last month, is now located at his home, in Pasadena, Cal. His Chicago Board of Trade membership was recently posted for transfer, and John W. Radford, associated with the Pope & Eckhardt Co. for many years, has made application for admission to membership.

G. Walter Beaver, recently of the New York Produce Exchange, has opened a commission office on the Chicago Board of Trade. He retains his membership on the New York Produce Exchange and will handle cash or future orders on both exchanges. He was given a farewell banquet by about 150 fellow members of the Produce Exchange and bidden Godspeed and success in his new home and business at Chicago.

We have received the announcement of the conversion of the partnership heretofore existing under the firm name of Rouzer-Sullivan Co., at Nashville, Tenn., into an incorporation bearing the same title, the object being to place the firm in a more advantageous position financially and better enable it to handle consignments and take care of its general grain business. The members of the new firm are Chas. Rouzer, formerly with Nashville Warehouse & Elevator Co., and later with Hermitage Elevator & Warehouse, and C. D. Sullivan, formerly of C. D. Sullivan & Co., Birmingham, Ala. J. J. and John J. Tamble have also joined the firm, and the business, it is announced, will be strictly brokerage and commission.

[For the "American Elevator and Grain Trade."]

ST. LOUIS GRAIN AND FLOUR NOTES.

BY L. C. BREED.

An attempt is again being made in the Legislature to abolish the Railroad and Warehouse Commission. Senator Eads, in explanation of this move, stated that since the creation of the commission there has been paid out in salaries \$412,000 for its members and clerks, exclusive of the cost of operating the grain inspection department. In return for this sum the state, in his opinion, has not received any benefit.

There seems to be a division of opinion with respect to the advisability of the creation of an ante-room to the Merchants' Exchange, to which outsiders should be admitted for trading purposes, through the members, on payment of \$5 per month.

A notice has been posted by the secretary of the Merchants' Exchange, by order of the board of directors, calling attention to the rule forbidding the throwing of grain, smoking, etc., on the floor, and warning the members the same must be observed.

The Exchange report covering manufactures shows that St. Louis continues to fall off as a flour-producing center. St. Louis men, however,

are largely interested in some of the larger country mills of Missouri and Illinois.

The flour committee of the Merchants' Exchange will order new standards of flour, which have not been subjected to the bleaching process, furnished, on account of the stand taken by Dr. Wiley, of the Pure Food Department.

A prominent member of the Exchange says it is not generally known that no car of grain goes in or out of an elevator here, that is not inspected by a private inspector or expert employed by the shippers, and that there are several men who follow this employment as a business. This tax of from 75 cents to \$1 per car is borne by the leading grain men for the purpose of verifying the state inspection.

Conferences are being held between the grain dealers located at the Ohio River crossings and the grain merchants of St. Louis, Memphis, Louisville and Nashville. The date of the last meeting was February 20 at Planters' Hotel, St. Louis. Since that time there was a meeting of the railroads interested, held at Chattanooga, Tenn., but no agreement was arrived at and the matter will require further conferences between the shippers and the railroads before the rules recommended by the shippers are adopted.

The National Industrial Traffic League has referred the bill-of-lading matter to various standing committees, but no further action is reported since the meeting at Pittsburgh, February 12.

A new grain inspection bill has been introduced into the Missouri House by Representative Foristel. It provides for the appointment of an inspector by the governor, who shall serve a term of four years, at an annual salary of \$4,000, with deputies at \$2,400. The inspector must not be a member of any exchange or board of trade. The principal office will be at St. Louis or Kansas City. Warehousemen are to give bond, graduated by the capacity of their warehouses. It prohibits the agent or manager of any warehouse from entering into agreements to deliver grain to any warehouse contrary to the direction of the owner or assignees. It requires warehouses to publish in newspapers a schedule of rates for handling grain, and requires railroads, on order of the inspector, to provide scales in unloading yards for weighing grain.

A special meeting of the Traffic Bureau of the Merchants' Exchange was held on March 10, which members interested in railroad matters were invited to attend. C. F. Sparks presided, and explained that the purposes of the meeting were to make a statement regarding certain traffic matters that were being taken up with various railroad companies, and also to receive suggestions from shippers and receivers. An opportunity would, during the session, be afforded for making inquiries of Mr. Lincoln on any points requiring further elucidation. Mr. Lincoln then read a carefully prepared report, covering the specific cases referred to.

He also stated that the Bureau is working with the National Industrial Traffic League and is endeavoring to have certain objectionable features removed from the uniform bill of lading, and that very shortly the committee of the Bureau expects to have a conference with the League on the matter.

After some discussion on the part of members present, Mr. G. L. Graham stated it was very commendable that the plan of holding such meetings had been inaugurated, as it furnished an opportunity for the members to obtain valuable information and also get into closer contact with the Traffic Bureau. In this connection he pointed out the practical benefits to both receivers and shippers which are being secured through the work of the Bureau.

Chairman Sparks stated it was proposed to have Mr. Lincoln's report printed and mailed to the members interested in traffic matters.

ST. LOUIS GRAIN MEN THINK "THIS SHOULD NOT BE THUS."

Every business man is aware of the fact that a change of policy in traffic rate-making on the part of an important railroad system exerts a powerful influence for either the upbuilding or the impairment of the interests of a city which is affected thereby, and in no business are results of such change of policy more marked than that of grain and its products.

It is a well-known axiom in the railroad business that a railroad company should favor the market which gives its traffic the longer haul, and it is doubtless this consideration which is influencing certain railroads to favor Chicago at the expense of St. Louis and some of the Southeastern cities in which large distributors are doing business. For this reason St. Louis and the aforesaid Southeastern cities are exceedingly indignant and have been of late making very strenuous efforts to correct this without success, though they have, they say, done everything

which their own brains and the experience of their expert traffic manager (himself an ex-railroad man) can suggest, except that of appealing to the Interstate Commerce Commission, which course is not to be taken. It remains now to be seen if, in the present policy of these railroads, they have in any way laid themselves open to criticism, sufficiently to justify the Commission for interfering and changing the method of applying tonnage and rates now being enjoyed by Chicago at the expense of St. Louis et al., and which affects not only the grain merchants of these cities, but their Western shippers, to a considerable number, as well.

The outcome will be watched with great interest, since it affects a great amount of business and means that lots of dollars are going into the wrong pockets, if the contention of the St. Louis men is correct. Another unfortunate matter is that with the Interstate Commerce Commission it must necessarily be a case of "first come, first served," and in the meantime business is "following the lines of the least resistance."

HAY AND STRAW

The Pecos Valley Trading Co. is planning to establish an alfalfa mill at Lake Arthur, N. Mex.

The new alfalfa mill at Sunnyside, Wash., has commenced grinding. The capacity in twenty-five tons daily.

The stock has all been subscribed for the new alfalfa mill at Manhattan, Kan., and work will begin shortly on the mill.

F. L. Sanders has agreed to put in an alfalfa mill at Stanton, Neb., provided the farmers in that vicinity will double the acreage in alfalfa.

The sixteenth annual convention of the National Hay Association will be held at Cedar Point, on Lake Erie, during the last week in July.

Capitalists of Newton, Kan., are pushing the project for a large alfalfa mill at Clements, Kan. It is reported that over \$9,000 worth of stock has already been subscribed.

Justin S. Perkins, a former hay and grain dealer of Chelsea, Mass., has filed a voluntary petition in bankruptcy, showing liabilities of \$11,389.58 and assets of \$4,676.22.

The Southern Michigan Hay and Grain Co. of Albion, Marshall and Homer, has been incorporated with \$30,000 capital stock by J. C. Beckwith, S. D. Strong and Frank E. Nowlin.

Farmers in the vicinity of Scott's Bluff, Neb., are considering the establishment of an alfalfa mill at that point. Thomas Sheils, U. M. Barbour and F. F. Everett are the promoters.

Machinery is now being installed in the new alfalfa mill of the Walla Walla Alfalfa Meal and Feed Co. at Walla Walla, Wash. The mill will have a capacity of thirty tons every twenty-four hours. Charles Cooper is president of the company and H. H. Crampton, secretary.

The big new mill of the American Alfalfa Feed Co. of Amwaco, just north of Wichita, Kan., has commenced grinding. Power is furnished by a one-hundred-and-fifty-horsepower natural gas engine and it is planned to run night and day. The capacity is about six carloads per day.

A peculiar fire was recently discovered in Edgar County, Illinois. Wallace Blackman, of Stratton township, a few miles from Paris, had begun feeding hay from a mow containing about ten tons, but soon found that there was only a shell or outer covering of hay, the whole interior being only a charred mass, somewhat resembling charcoal. The barn showed no signs of fire and no indications of a blaze had ever been noticed. The hay was put away slightly green.

Conrad Rupert, a prominent citizen of Newark, N. Y., and well known to the hay trade throughout the country, died suddenly at his home on February 14. He was buried on February 17 in Newark cemetery, with Masonic rites. He was born in 1838 in Germany, coming to this country at the age of 16. He served through the Civil War as a member of Company K, 177th New York. After the war he engaged in business at several points, finally settling at Newark in 1884, where he built up a large trade. He leaves a widow and four children.

The assets of the defunct Pless Hay and Grain Co. of Bellingham, Wash., were sold recently at auction to A. Von Pressentin and G. A. Henson for \$2,303, and the new firm contemplates carrying on the business on a larger scale. Curt Pless, former owner of the company, as well as the proprietor of the Haskins-Pless Feed Co., disappeared on December 29, and is thought to be at some point in Eastern Washington. Mr. Pless

is a striking figure, 6 feet 7 inches in height, and the fact that he has been able to conceal his whereabouts is regarded with surprise.

REGULAR GRADES FOR ALFALFA MEAL.

Steps were taken at the recent semi-annual meeting of the National Alfalfa Millers' Association at Wichita, Kan., to establish alfalfa meal as a regular feed-stuff product in all the great markets. To this end the Association adopted a series of grades which will be sent to all the markets and boards of trade. The rules adopted are as follows:

"Choice alfalfa meal shall be milled from leafy alfalfa of natural green color, properly cured, free from foreign grasses, sound and sweet, with pronounced alfalfa fragrance, and must contain 14 per cent protein and 1½ per cent fat.

"Prime alfalfa meal shall be milled from leafy alfalfa of fair color, sound and sweet, having reasonable alfalfa fragrance, shall be free from foreign grasses and shall contain 14 per cent protein and 1½ per cent fat.

"Standard alfalfa meal shall be milled from alfalfa, sound and sweet, but not of sufficient fragrance and color to grade prime, may contain 15 per cent of foreign grasses and shall contain 11 per cent protein and 1 per cent fat.

"No grade alfalfa meal shall include all alfalfa meal not good enough to grade standard.

"We recommend that all shipments of alfalfa meal be packed in even weight bags and comply with the pure food laws."

The Association also formulated a set of trading rules for the guidance of its members, as follows:

Rule 1. If, without notification to the consignee on the part of the shipper, shipment is found to contain 20 per cent of inferior grade, settlement shall be made on basis of lower grade.

Rule 2. The Association shall elect annually a Board of Arbitration, to consist of three members of the Association, no two from the same state, whose duties shall be to settle all disputes between buyer and seller. Cost of calling arbitration, \$15, loser to pay all expenses.

Rule 3. Members calling for the services of the Arbitration Committee shall submit such samples as are required by said committee, who shall formulate rules and regulations for the proper filing of claims for adjustment and shall render decisions thereon to parties interested. Any member refusing to abide by the decisions of said committee thereby forfeits his membership in the Association. A faithful record of the cases tried before this committee and its findings shall be kept with the secretary of this Association, who shall incorporate the same in his annual published report.

Rule 4. The Arbitration Committee elected by this Association shall make such rules as they deem necessary for the proper filing and trial of cases between shipper and consignee and shall furnish the secretary of the Association with a copy of the same. These rules of the Arbitration Committee shall be incorporated as a part of the trading rules of the Association.

[For the "American Elevator and Grain Trade."]

FROM TOLEDO.

BY H. L. SPOHN.

There has been a fair trade in wheat here recently, although the prevailing high prices have shut off all possibility of export business. Most of the call has come from the millers in the Southeast, and has been inclined to be spotted. In many sections there has evidently been a bountiful supply from first hands to meet all the needs of the mills, and some have had even more than they could handle to advantage, the surplus finding its way to this market. The mills are finding but a limited demand for their products aside from feed which is eagerly sought, and as a result they are for the most part still running low. It is said that farmers still hold considerable wheat and that most of it is liable to be disposed of within the next few weeks, so that heavier receipts are looked for here from now on. The growing crop is in splendid condition thus far, and the plentiful moisture assures protection from drouth during the early spring months, if the plants should not be damaged by freezing and thawing during the present month, which is considered the critical period.

Corn receipts have been quite heavy recently, the past week bringing in more than for any similar period since the holidays. Farmers are selling quite liberally and the bulk of last year's crop will be disposed of in all probability before the time for spring work to begin. The quality continues to be of the best. There is now approximately a quarter of a million bushels here, and this is growing, the receipts exceeding the outgoing shipments.

The Farmers' Elevator Company has been incorporated at Bellevue, Ohio, with a capital stock of \$15,000. A sufficient number of shares of the stock have been sold to make it possible to proceed with business, and it is expected that the new concern will be on a working basis within a few weeks.

The J. Rosenbaum Grain Co. of Chicago are said to be negotiating with the Toledo & Wabash Elevator Co. for the purchase of the Wabash Elevator No. 5, one of the last wooden elevators in the city of Toledo. The former concern handles hard wheat from Duluth and at present is sending it to Sandusky. It is expected that in case the deal is consummated it will result in turning this into the Toledo market. The plant was built in 1880 and has been closed down since last December.

The E. E. Evans Hay & Grain Co. of Tiffin is constructing an elevator and wareroom at the junction of the C., H. & D., beyond Rossford.

The Hardin County corn show, held at Kenton, Ohio, in February, was a splendid success. Some excellent speakers were heard on subjects of importance to farmers, and \$300 in prizes were given at the show.

That a horseshoe does not always bring good luck was demonstrated, recently, at Lakeview, Ohio. William Idle was standing near the cob chute at the Beecher Elevator when a horseshoe which had been lost in the mill came tumbling down the chute. The shoe struck Idle on the head, fracturing his skull.

Charles W. Coe, a retired grain merchant, died last week, at the home of his daughter, Mrs. E. P. Leland, at the Hattersley Apartments on Monroe Street. Had he lived until the 18th of the month he would have been 87 years old. Mr. Coe was one of the best-known grain men in northwestern Ohio, being prominent not only in Toledo but in Cleveland, where he was engaged in the milling and grain business for a number of years. When the Cleveland Grain Exchange was organized in 1848 he was appointed secretary, and served in that capacity for several years. Mr. Coe removed to Toledo in 1874 and became a member of the Produce Exchange, in which organization he retained an honorary membership, although he retired from active business nearly a decade ago. Mr. Coe was a personal friend of Artemus Ward, who dedicated "His Book" to him. A son, Charles, and two daughters, Mrs. E. P. Leland and Miss Mary, survive.

Chasing "hot-foot" after a freight car thief for nearly two miles, Detective Potter, of the Michigan Central Railroad, arrested Alfred Gunn, aged 17 years, near his home on Colburn Street. The detective locked the boy up, charging him with stealing a lot of wheat from a freight car. The detective found about 15 bushels of wheat, corn and rice stored in an empty house, which he claims has recently been stolen from Toledo freight cars. It is said that Gunn has been arrested a number of times before, but has thus far escaped punishment.

An old landmark in the shape of an ancient mill was recently destroyed by fire at Birmingham, O. About 1,100 bushels of wheat and between 600 and 700 bushels of corn which were stored in an adjoining elevator were destroyed. The old mill, which was one of the first to be built in northwestern Ohio, was owned and operated by Frederick Burk & Son. There was \$2,500 insurance on the mill.

Toledo grain men are bitterly opposed to the proposed amendment of the agricultural bill requiring the Secretary of Agriculture, when requested by any certain number of grain growers, to appoint an expert grader for the section of the country in which the growers live. The grader would inspect the cereals and charge a certain fee to the sellers, the Secretary of Agriculture to decide the amount. The Produce Exchange sent in a written protest, as this would practically establish government inspection.

At a recent meeting of the National Milling Co., a reorganization was practically effected by the election of C. L. Cutter, president; David Anderson, vice-president and general manager, and George J. Rudd, secretary and treasurer. It is the intention of the new management to run the concern to the maximum limit of capacity or near that, which will mean much to the grain and flour business here. This mill was at one time the largest of its kind in the world. This was before the attention of the management was turned to spring wheat flour, which has been put out quite extensively recently.

J. E. Wilcox, president of the Lucas County Agricultural Society, has announced that a great corn show will be one of the attractions at the Lucas County fair this fall. It is hoped to attract thousands of farmers from all parts of northwestern Ohio to this show, and prizes aggregating \$500 have been offered for corn exhibits by individual producers. Arrangements will be made, if possible, for a scientific agricultural ex-

hibit of all agricultural products from the Wooster, Ohio, experiment station.

The Paddock-Hodge Company recently received from Jewel, Ohio, a car of white oats which, in point of size, at least, broke all known records in this section. It weighed 104,590 pounds and contained 3,260.14 bushels.

At a recent Saturday luncheon given by the Toledo Transportation Club, A. W. Boardman, general manager of the East Side Iron Tank Elevator Co., was a guest of honor and made a pleasant address. He spoke of the relations that should exist between transportation and grain men, and also spoke of the success of the iron elevators in this city. He told of the erection of the first iron elevator, which stands at the Hamilton Street crossing of the Clover Leaf. So successful was this experiment that the East Side Elevator Co. built eight more of these elevators on the other side of the Maumee. Then four were added and later three more. These immense tanks have a capacity of 1,000,000 bushels, although the largest amount ever in the tanks at one time was 750,000 bushels. There is an enormous difference in insurance rates on grain stored in these elevators, 30 cents, as against \$3.85 on grain stored in the old frame structures.

BARLEY and MALT

Wisconsin brewers have donated a prize cup for the best Oderbrucher barley. The cup will become the permanent possession of any farmer who wins it three times in succession.

Walter L. Judd is installing complete new machinery in his malt feed dryer plant on East Main Street, St. Charles, Ill.

The Davenport Malt and Grain Co. of Davenport, Iowa, has filed a renewal of the articles of incorporation. The former articles are about to expire.

ARGENTINE BARLEY.

The Argentine Republic is already the premier wheat exporting country, although, including flour as wheat, the United States still keeps ahead. Argentina soon may be the chief exporter of maize and also of oats. Now we come to barley. From a modest total of 40,000 acres sown for 1906-07, it has reached something over 375,000 acres for 1908-09, rather more than double the quantity of last year. In 1907 there was exported 4,600 tons, and for 1908 the total will be just about 21,000 tons. Crop reports are good, and should all continue to go well, it is expected that at least 50,000 tons, or 300,000 quarters, will be available for export in the year 1909.

THE MALT SITUATION.

For some time the peculiar feature of the malt market was the reluctance of prices to advance in sympathy with the strength in barley prices. The last day or two this has been overcome to some extent and malting quotations have responded somewhat to the higher barley market, says the Market Record.

While the demand for malt has been more active it still lacks a general broadening trade which engenders a belief in its permanence. Most of the business booked has been of small quantities. This conservatism among the brewers seems to be based upon a lack of faith as to the stability of the barley market. This, however, has been a position maintained the greater part of the season and may be put down to the general feeling of caution among all business interests.

It is an unusual thing to see barley prices creeping slowly up until they are practically on a par with malt quotations, yet that was the state of affairs a few days ago and the present situation is only a trifle better, when the difference should be fully equal to 5 cents per bushel. The conclusion, of course, is that barley is not a malting proposition just now, but a feeding one.

It is the opinion of the Brewers' Daily Bulletin that nothing but a healthy demand can lift malt values above their present level. So far this has been something to be desired, but never even approximately realized. Brewers continue to be willing to buy in a retail way and are making no commitments beyond immediate requirements.

The grain conference which was in session at Calgary for two days in February decided to petition the Canadian Pacific Railway to erect a terminal elevator on the Pacific Coast should the Dominion government refuse to do so. With elevator facilities at Vancouver, it is claimed that Alberta wheat can be shipped to Liverpool via the Pacific cheaper than via the Great Lakes and the Atlantic.

FIRES-CASUALTIES

The elevator of E. J. Miller at Wichita, Kan., suffered a \$3,000 fire loss recently.

The elevator of the Grain Producers' Elevator Co. at Campbell, Minn., burned on March 5. The plant is a total loss.

It is reported that the National Elevator at Dresden, N. D., managed by T. K. Kavanaugh, has been destroyed by fire.

An incendiary attempt was made to fire the Cargill Elevator at Langdon, N. D., recently, but very little damage was done.

A fire resulting from a defective chimney caused a small loss to the Wohlheter Elevator at Northrop, Minn., last month.

A fire of unknown origin destroyed the Dominion Elevator at Elkhorn, Man., on March 4. About 5,000 bushels of wheat were lost.

The grain house of O. A. Campbell at Texhoma, Okla., was destroyed by fire last month with a loss of \$4,000, with \$1,600 insurance.

The engine room and machinery shed of the Kolp Elevator Co., near North Fort Worth, Texas, was destroyed by fire last month. The loss is placed at \$1,000.

The elevator of the Benson Grain Co. at Woodstock, Minn., burned to the ground on the night of March 9. Over 5,000 bushels of grain were entirely destroyed.

The Alberta Pacific Elevator at Ponoka, Alberta, was destroyed by fire on March 4, together with about 20,000 bushels of grain. The origin of the fire is unknown.

The elevator of Johnson & Brittain at Pond Creek, Okla., was destroyed by fire early in March. The capacity of the elevator was 15,000 bushels. The loss is total, with little insurance.

The large frame building at Watseka, Ill., owned by John L. Smiley and used by him as an annex to his elevator was destroyed by fire recently with a loss of about \$1,500. No grain was lost.

The Farmers' Elevator at Skyberg, Minn., was entirely destroyed by a recent fire. The house was conducted by the Rex Elevator Co. of Minneapolis. The loss included 1,500 bushels of grain, valued at about \$1,200.

The Jones Elevator at Lily, S. D., was burned to the ground on February 25. The origin of the fire is unknown, and when discovered it had gained such headway that nothing could be done to save the house. The loss is not stated.

Fire of an unknown origin totally destroyed the Frisco Elevator at Hobart, Okla., on March 7. The fire was not discovered until the building was nearly gutted, and nothing could be done to save the property. The loss is \$5,000, fully covered by insurance.

The elevator of W. H. Hurley at Clinton, Mo., was destroyed by fire on February 17. The fire started on the side of the building. Efficient work by firemen prevented a spread of the blaze to other buildings nearby. Insurance to the amount of \$6,000 was carried.

The Pacific Elevator Co.'s 25,000-bushel house at Wetonka, S. D., was burned to the ground on March 5. The cause has not been determined but is believed to have been a hot box on the engine. About 5,000 bushels of grain and 2,000 pounds of flour were lost. The total loss has not been determined.

The 100,000-bushel elevator of Hayward Bros. at Cooksville, Ill., was totally destroyed by fire on February 21. The cause of the fire is unknown. Luckily there was no wind and the nearby buildings were too damp to catch. About 5,000 bushels of corn and 4,000 bushels of oats were lost. The loss is entirely covered by insurance.

The entire property of F. M. Denton, consisting of elevator, store, mill and stable, at South Mound, Kan., was destroyed by fire on February 16. The fire originated from an unknown cause in the elevator building. The loss is placed at \$10,000, partly covered by insurance. Mr. Denton will retire from the grain business, having sold the site to J. F. Denton, of Springfield, Mo., who will erect a new elevator.

A supposedly incendiary fire entirely destroyed the 35,000-bushel St. Anthony & Dakota Elevator at Mallory, Minn., on February 17. The fire started about midnight in the pit, and when discovered had gained such headway that nothing could be done to save the house. The village was unsupplied with fire-fighting apparatus, and for a time it was feared that a general conflagration would result. There were 4,000 bushels of wheat and 2,000 bushels of flax in the house.

The loss is estimated at \$20,000, partially covered by insurance.

The elevator of the Conger Co. at Rouleau, Sask., was totally destroyed on February 24 by a fire which started from the engine room. The fire originated late at night, with a strong wind blowing, and it was with difficulty that the flames were kept from spreading to the Western Elevator nearby. About 40,000 bushels of wheat, flax and oats were lost. The grain was fully insured. The loss on the building was about \$4,000, nearly covered by insurance. The elevator will be rebuilt.

The elevator of the Ellendale Milling Co. at Ellendale, N. D., was entirely destroyed by a fire of unknown origin on the evening of February 23. The elevator was built over twenty years ago, and had a capacity of about 30,000 bushels. The loss on the building is placed at \$5,000, and on grain at \$15,000, with salvage estimated at about \$4,000. About 8,000 bushels of milling wheat were destroyed. The total insurance on building and grain amounts to \$10,000. The company is undecided as to rebuilding.

PERSONAL

Fred Kramer has been transferred from Hoven to Tolstoy, S. D.

William Reitz has removed from Brookville, Ohio, to Dawn, Ohio.

Carl B. Broberg has been installed as buyer at the Cargill Elevator at Dassel, Minn.

H. B. Lechtlegner has been appointed manager of the Farmers' Elevator Co. at Hebron, N. D.

Alexander McDiarmid has taken a temporary position with the Hawkeye Elevator Co. at Aberdeen, S. D.

Wilbur Joyce will take charge of the Atlas Elevator at Aurora, S. D., being transferred from Watertown, S. D.

P. F. Bolton of Ferris, Ill., has removed to Burnside, Ill., where he will manage the elevator of J. W. Outheir.

R. G. Hodgson has resigned as manager of the Atlas Elevator at Watertown, S. D., and will be succeeded by Mr. Ballard.

Alexander Thompson, formerly of Fairmount, N. D., will probably remove to Tyler, N. D., and buy grain at the latter point.

J. Long has resigned his position as buyer for the Empire Elevator Co. at Monango, N. D., and has been succeeded by Mr. Fox.

E. H. Berry has resigned his position with the Denton Grain Co. of Leavenworth, Kan., and will enter business at Atchison, Kan.

Frank Abbott has succeeded A. J. Statler as manager of the Warner Elevator at Ballard, Ill. Mr. Statler has removed to Chenoa, Ill.

S. B. Center has succeeded J. C. Carlin, resigned, as manager of the grain department for D. Whiting & Son at South Lyndeboro, N. H.

Henry Hayes has resigned his position at the Neola Elevator at Kings, Ill., to become manager of the White Rock Elevator at the same town.

Levi Anderson has been succeeded as manager of the Peavey Elevator at Everdell, Minn., by Mr. Schneider. Mr. Anderson has removed to Wheaton, Minn.

Louis Bogstie, manager of the McCabe Bros.' Elevator at Weaver, N. D., has been transferred to Hampden, N. D. W. A. Turner succeeds Mr. Bogstie at Weaver.

O. E. Vrooman has been installed as local manager for the Hawkeye Elevator Co. at Aberdeen, S. D., in place of Charles Brown, who resigned some time ago.

L. Christian of the grain firm of L. Christian & Co. of Minneapolis was recently a victim of a pickpocket, who relieved him of over \$100 on a Minneapolis street car.

William Rains, engineer of the Wykle Elevator at Mahomet, Ill., was stricken recently with heart disease, and for a time his life was despaired of, but he is now on the road to recovery.

I. Armstrong has handed in his resignation as manager of the St. Anthony & Dakota Elevator at Easby, N. D., and will shortly remove to Claresholm, Alberta, where he has acquired a homestead.

The Minnesota Railroad and Warehouse Commission has ordered a reduction of the Omaha's consignment charge at Minneapolis from \$5 to \$2.

The C. P. Ry. on February 14 announced a cut of 2½ cents in the grain rate between Montreal and St. John, N. B., the rate being 15 cents per 100 on car lots.

IN THE COURTS

R. C. Cox, grain dealer of Sherman, Ill., has filed a petition in bankruptcy, setting forth liabilities of \$19,259.91 and assets of \$19,493.

W. E. Thomas, a farmer near Dillon, Iowa, has brought suit against the Dillon Farmers' Elevator Co., for \$177.30 for 354.6 bushels of corn which he alleges he sold to the elevator at 50 cents per bushel.

The Interstate Commerce Commission has decided in favor of O. A. Cooper & Son of Humboldt, Neb., in their case against the Burlington Railroad for lower freight rates for grain from western Nebraska and Kansas.

Largely through the efforts of J. C. Hollister, grain dealer at 300 Corn Exchange, Minneapolis, J. C. Mabray, said to be the head of the biggest system of swindling worked in this country in recent years, has been arrested at Little Rock, Ark. Mabray, it is alleged, had about a hundred agents working the country, and operated in many lines—grain, banks, lumber racing, wrestling, boxing, real estate and many more. Several other men, said to be members of the gang, are under arrest at Council Bluffs, Iowa.

The Updike Grain Co., the Nebraska and Iowa Grain Co. and the Crowell Lumber and Grain Co., all of Omaha, Neb., have brought suit in the United States Circuit Court at Omaha against the Union Pacific Railroad Co. for the judgments recently awarded the plaintiffs by the Interstate Commerce Commission against the railroad company, and which the latter has thus far refused to pay. The awards respectively are: Updike Grain Co., \$6,742.10; Nebraska and Iowa Grain Co., \$2,500.74, and the Crowell Lumber and Grain Co., \$698.29.

George N. Brown, special examiner for the Interstate Commerce Commission, is holding session at Little Rock, Ark., to determine the ownership of the T. H. Bunch Elevator at Argenta, Ark., and decide whether or not it shall be declared a public elevator. The examination is the result of the fight waged against the Bunch Elevator by the Brooks-Rauch Mill and Elevator Co. The latter company, which claimed and proved rebating by the Iron Mountain Railway to the Bunch firm, also claims that the railroad company is in fact the owner of the elevator.

The Lone Wolf Co-operative Association of Lone Wolf, Okla., and the Reeding Grain Co. of Reeding, Okla., have filed a petition in the Chancery Court at Nashville, Tenn., for a writ of replevin to recover the price of two carloads of oats, which were sold and have in some manner come into the possession of the Steel Elevator and Storage Co. of Nashville. The Riverside Mill and Power Co. of Nashville is also named in connection with the Steel Elevator and Storage Co., as being a levying creditor. The writ has been issued. The amount involved is about \$1,400.

Arthur J. Rieger of Wallace, S. D., owner of nine grain elevators in the northern part of the state, was last month petitioned into bankruptcy, and C. E. McKinney of Sioux Falls appointed receiver. David B. Compton of Webster, S. D., a few days later commenced suit to replevin 2,000 bushels of wheat and other grain, which he claimed to have in storage at the Rieger elevator at Webster, then in the possession of Receiver McKinney. The replevin papers were placed in the hands of Sheriff Charles Lindquist, who broke into the elevator and took the grain. Receiver McKinney thereupon filed a petition for an order attaching Compton and Lindquist for contempt for interfering with property in the possession of the court and they submitted. It is understood that further proceedings will be instituted against other parties who have replevined grain in the various Rieger elevators.

The suit of Butler vs. G. B. Murphy & Co. has come up before the Dominion Supreme Court at Ottawa. The appellant, a farmer, employed the respondents, brokers and grain dealers, at Winnipeg, to sell 4,000 bushels of oats from his farm at Snowflake, Man., at 37 cents, for delivery in October, 1907. The respondents sold accordingly on the Winnipeg grain exchange and notified the appellant that they had done so. Later the price of oats rose, and the brokers called for "margins," but appellant did not reply. In October the oats were not delivered, and respondents treated him as "short," purchased the 4,000 bushels at 63 cents to fill the contract and charged the amount to the appellant. An action to recover this amount, plus brokerage, was dismissed by Judge Macdonald, but his decision was reversed by the Court of Appeal, and a judgment for \$985 and costs entered for the

brokers. The appellant contends that he was not speculating "on the grain board," but merely intending to sell the produce of his farm and could not become liable under the board rules. Judgment has been reserved.

The Irrigated Lands Co. has commenced suit at Salt Lake City, Utah, against W. O. Kay & Co., doing business as the Utah Grain and Elevator Co., to recover \$1,342.35 paid on contract and \$900 damages. The amount specified was paid on a contract whereby the defendant company agreed to supply 70,650 pounds of oats at \$1.90 per hundredweight for the purpose of feeding the teams of the complainants. The defendants failed to supply the grain and as a result the teams and men of the company remained idle for thirty days and their work was considerably delayed.

COMMERCE COMMISSION RULING.

The Commerce Commission has filed a report in the following among many other cases submitted, from which printed report the abstract below is made:

WHEN DOES A CAUSE OF ACTION ACCRUE?

In the Matter of When Does a Cause of Action Accrue Under the Act to Regulate Commerce?—Report of the Commission, by Cockrell, Commissioner: The language of the act is:

"All complaints for the recovery of damages shall be filed with the Commission within two years from the time the cause of action accrues, and not after."

The word "damages" evidently refers to the money value of any loss caused by any violation of the act. When does the cause of action accrue?

In American and English Encyclopedia of Law it is said:

"The statute of limitations begins to run from the time when the plaintiff's cause of action accrues, unless some recognized exception postpones its operation. This rule is never questioned; the difficulty lies in determining when the cause of action is to be deemed as having accrued.

"A cause of action does not accrue until the party owning it is entitled to begin and prosecute an action thereon; it accrues at the moment when he has a legal right to sue on it and no earlier."

In Bouvier's Law Dictionary it is said:

"A cause of action is said to accrue to any person when that person first comes to a right to bring an action. A cause of action does not accrue until the existence of such a state of things as will enable the person having the proper relations to the property or persons concerned to bring an action."

In the Encyclopedia of Law and Procedure it is said:

"The statute of limitations begins to run from the time when a complete cause of action accrues; that is, when a suit may be maintained, and not until that time.

"The accrual of a cause of action means the right to institute and maintain a suit; and whenever one person may sue another, a cause of action has accrued and the statute begins to run. So whether at law or in equity, the cause of action accrues when, and only when, the aggrieved party has a right to apply to the proper tribunal for relief. The statute does not attach to a claim for which there is no right of action and does not run against a right for which there is no corresponding remedy or for which judgment cannot be obtained. The true test, therefore, to determine when a cause of action has accrued is to ascertain the time when the plaintiff could first have maintained his action to a successful result."

In the case of United States vs. Clark, 90 U. S., 37, Clark was a United States Army officer and on April 6, 1865, lost from his safe a valuable package containing \$15,979.80. He duly reported his loss to the proper treasury officials and claimed credit for the amount. His claim was rejected in 1871, and within six years thereafter he brought his action in the Court of Claims under the act of Congress, asking the court to find the loss was without fault on his part and to require the amount to be allowed by the treasury in the settlement of his account. The United States pleaded limitation, under the law which says:

"Every claim against the United States, cognizable in the Court of Claims, shall be forever barred unless the petition is filed within six years after the claim first accrues."

The court said:

"We think it is a principle of general application that so long as a party who has a cause of action delays to enforce it in a legal tribunal, so long will any legal defense to that action be protected from the bar of the lapse of time, provided it is not a cross-demand in the nature of an independent cause of action. But if we are mistaken in this, it is clear that until the accounting officers of the treasury had refused to recognize the sum lost as a valid credit in the settlement of his account, there was no occasion to apply to the Court of Claims, and the statute, if applicable to this class of claims at all, did not begin to run until then."

In the dissenting opinion of Mr. Justice Harlan, concurred in by Justices Swain, Clifford, and Strong, it was held that the claim was barred, and was said:

"In general, it may be said that it is a rule in courts of equity as well as in courts of law that a cause of action or suit arises when and as soon as the party has a right to apply to the proper tribunals for relief."

In the case of United States vs. Taylor, 104 U. S., 216, under the direct-tax act of August 5, 1861, requiring the surplus of real estate sales to be deposited in the treasury and there held for the use of the owner, the United States denied the jurisdiction of the Court of Claims over the suit of Taylor, because his application to the treasury for the surplus and the filing of his suit were both more than six years after the sale. The court said:

"The general rule is that when a trustee unequivocally repudiates the trust and claims to hold the estate as his own, and such repudiation and claim are brought to the knowledge of the cestui que trust in such manner that he is called upon to assert his rights, the statute of limitation will begin to run against him from the time such knowledge is brought home to him and not before.

"In analogy to this rule, the right of the owner of the land to recover the money which the Government holds for him as his trustee did not become a claim on which suit could be brought, and such as was cognizable by the Court of Claims, until demand therefor had been made at the treasury. Upon such demand the claim first accrued, and as the suit was brought within six years from the date of demand it falls within the term of the section giving jurisdiction to the Court of Claims and is not cut off by lapse of time."

In the case of Rice vs. United States, 122 U. S., 611, the question arose under the six years limitation, and the court said:

"The claim first accrues within the meaning of the statute, when a suit may first be brought upon it, and from that date the six years' limitation begins to run."

The Clark and the Taylor cases, hereinbefore quoted, were referred to approvingly.

In the case of United States vs. Louisiana, 123 U. S., 32, the state of Louisiana sued the United States for \$23,855 on account of sales of swamp lands to individuals made prior to March 3, 1857. Under the swamp-lands act of Congress, of September 28, 1850, all the swamp and overflowed lands unfit thereby for cultivation and then unsold were granted to the respective states, and the Secretary of the Interior was required to prepare and transmit a list to the governors of the states and issue patents therefor. This was not promptly done, and many of such lands were sold to other parties by the United States. The act of March 2, 1855, provided that, upon due proof of such sales by the states before the Commissioner of the General Land Office, the purchase money of such lands should be paid over to the states. Such proof was not made, but the Commissioner of the General Land Office, as to the character of the lands, accepted the field notes of the surveyor-general of the state as sufficient proof, and on the 30th of June, 1885, found the amount claimed to be due the state from the United States. Louisiana prevailed in the court below and the United States, having pleaded limitation, appealed to the Supreme Court. That court held:

"The statute of limitations does not seem to us to have any application to the demand arising upon the swamp-land acts. The method of proving the character of such lands by having recourse to the field notes of the public surveys of the surveyor-general of the state was adopted by the commissioner as early as 1850 and was followed by him in this case in 1855. On the 30th of June of that year he found in this mode and certified that there was due to the state from such sales the amount stated above. From that date only the six years within which the action could be brought in the Court of Claims began to run and this action was commenced in September of the following year."

The Commission has already decided that—

"A cause of action accrues, as that phrase is used in the act, on the date on which the freight charges are actually paid."

And that—

"Claims filed since August 28, 1907, must have accrued within two years prior to the date when they are filed, otherwise they are barred by the statute. Claims filed on or before August 28, 1907, are not affected by the two years' limitation in the act. This Commission will not take jurisdiction of or recognize its jurisdiction over any claims for reparation or damages which are barred by the statute of limitations, as herein interpreted, and the Commission will not recognize the right of a carrier to waive the limitation provisions of the statute. * * * The act went into effect August 28, 1906."

The Commission has also decided that charges above the lawful rate over the route the shipment moved can be refunded by the carrier or carriers without any order of the Commission, and under Administrative Ruling No. 70 of Tariff Circular 15-A it holds that the carrier may, in the cases therein indicated, refund all excess charges due to misrouting by its agent. The duty of the carrier is to charge and collect the lawful rate, no more and no less, and when more is collected, the excess should be refunded, and when less, the deficiency should be collected. In every case the cause of action accrues only when full payment of the lawful charge has been made.

In complaints for the recovery of damages caused by charges of rates unjust or unreasonable or unjustly discriminatory or unduly preferential or prejudicial, the cause of action accrues when the payment is made. In any other complaints for the recovery of damages for alleged violations of the interstate commerce laws of which this Commission has jurisdiction, the cause of action accrues when the carrier does the unlawful act or fails to do what the law requires, on account of which damages are claimed.

The CO-OPERATIVES

The Illiopolis Farmers' Grain Co., Illiopolis, Ill., in 1908 made a profit of \$6,885.

The Strawn Farmers' Elevator, Strawn, Ill., has failed, with liabilities of \$23,000.

The Neponset Farmers' Grain Elevator Co., Neponset, Ill., declared a 6 per cent dividend on business of 1908.

The Farmers' Co-operative Association of Gothenburg, Neb., declared a dividend of 8 per cent on 1908 business.

An association of farmers was recently formed at Hastings, Neb., the stated object of which is "to control the price of wheat" a la the Society of Equity.

The annual meeting of the Farmers' Grain Dealers' Association was held at Decatur on March 3. The officers elected are: President, Thomas Lamb of Bement; secretary, J. A. McCreery of Mason City; treasurer, J. B. Abbott of Mason City.

W. E. Knowles, addressing a meeting of farmers at Lipton, Sask., said that the Grain Growers' Co. secured three cents per bushel more for wheat shipped direct to Scotland, without mixing any grades, than was received for ordinary cargoes. From this he claimed that they kept the price of wheat for their patrons last year that much higher than others received.

The Farmers' Educational and Co-operative Union, nominally representing 10,000 farmers and a wheat production of 20,000,000 bushels, has authorized the directory to employ one or more central selling agents to represent the Union on the Pacific Coast or at other places. This means that the Union will try to sell the entire output of their grain direct in order to do away with the middleman and his profits, and put the farmers that much nearer the consumer.

The Indian Head Grain Growers' Association, at a meeting at Indian Head, Sask., was addressed on February 11 by Hon. W. R. Motherwell, who spoke on the subject of government ownership of grain elevators, a scheme which he said is not feasible; but, he added, there are several phases of the grain-growing conditions that could very well be discussed and improved. These are changes in tillage, better transportation and education on all such questions by discussion. The meeting went on record as unanimously opposed to government ownership of elevators, but in favor of as full control as possible of terminal elevators.

FARMERS' ELEVATORS OF SOUTH DAKOTA.

The second annual meeting of the South Dakota Farmers' Elevator Association was held on February 18 and 19 at Watertown. There was a number of "stirring" speeches by noted orators of the tin-horn up-lift type.

The following officers were elected: President, G. M. Bower of Mount Vernon; vice-presidents, W. H. Menzie of Geddes and John Gross of Ramona; secretary-treasurer, L. M. Doyle of Letcher; directors, J. R. Dalton of Woonsocket, J. T. Belk of Henry, H. M. Solum of Baltic, W. P. Manning of Fairview, Mat Wanken of Britton, William Seip of Grover and I. S. Henjum of Hartford.

The resolutions asked for the passage of Senate bill 222, regulating the organization of farmers' elevators; for state legislation to require railroads to place railroad scales at a few central points; and for the passage of the McCumber bill at Washington.

CANADIAN GRAIN CONFERENCE.

The late conference of grain growers at Calgary, Alberta, adopted resolutions substantially as follows:

"That in order to facilitate the immediate erection of a terminal elevator on the Pacific Coast through which Alberta grain can be profitably exported to the markets of the world, this convention urges the erection of a terminal elevator at once by the Dominion government; the said elevator to be owned, operated and controlled by the government; and in case the Dominion government refuses to grant the request to erect a terminal elevator at the Coast, we, after reasonable delay, urge the C. P. R. to undertake the work in order that the elevator be ready to handle the crop of 1909, said elevators so erected to be under the direct control of the government.

"That the Manitoba grain act be so amended in its application to Alberta that any farmer or number of farmers wishing to put their grain through the elevators by sale or otherwise be enabled to get cars in same proportion as though they loaded from platforms; and that railways be obliged to keep a book or books for the pur-

pose of recording their requests for cars in accordance therewith, and in the event of this amendment being made the government prepare a draft agreement to be entered into by the parties interested, and this draft agreement be attached to the act as schedule two.

"That this convention is of the opinion that it is very desirable and in the interests of farmers and every resident in this province, that the name of Alberta should be identified with all oats and barley as well as red winter wheat. Whereas steps have been taken by various interests to inaugurate a system of western shipments of grain, it is resolved that this conference endorse the idea of shipping grain to the markets of the world by way of the Pacific coast."

STILL WORKING FOR GOVERNMENT OWNERSHIP.

The Saskatchewan Grain Growers' Association, in convention at Weyburn, Sask., did not agree with the Canadian provincial premiers in the belief that government ownership was impracticable—their reply, it was said, was only setting up "a straw man" to knock down. Only one man in the whole convention had the temerity to oppose the general opinion, on the ground that what the farmers needed was not "revolution but evolution."

The convention adopted a resolution upon the subject of government ownership of interior and terminal elevators, as follows:

"That our representatives on the Interprovincial Council be instructed to urge upon their colleagues from the other provinces the necessity for continuing the struggle with unabated vigor in their respective provinces, after making a dignified rejoinder to the reply of the premiers, and that immediate steps be taken by our executive to prepare and widely circulate a pamphlet setting forth the advantages of the proposed system, considered as part of a plan for enabling our farmers as a class to secure equitable prices for their grain."

ILLINOIS FARMERS' ELEVATORS.

Decatur reporters say "one thousand farmers and grain dealers" were present at the annual meeting of the Illinois Farmers' Grain Dealers' Association on March 3. That means, perhaps, 300 to 400 at the most.

After the invocation by Rev. William H. Mason of Bethany, and the song, "Illinois," by a quartet, Mayor E. S. McDonald, in behalf of the city, welcomed the members of the Association to Decatur.

Prof. T. W. Galloway was then introduced and welcomed the visitors in behalf of the Chamber of Commerce.

Rep. Charles Adkins of Bement responded for the Association.

One feature of the afternoon session was the election of officers by the voting delegates, as follows:

Thomas B. Lamb, Jr., of Bement was re-elected president, and J. A. McCreery of Mason City, secretary. Other officers elected were as follows:

First vice-president—John Church of Galesville. Second vice-president—W. T. Wallaker of Monaca.

Treasurer—J. B. Abbott of Mason City.

The other feature was "torrid language" by S. H. Greeley of Chicago, who gave his opinion of Governor Deneen, Joe Cannon and other political figures. The Governor was said to be the worst ever, absolutely hopeless regarding warehouse laws. Uncle Adlai Stevenson, who was contesting for the governor's job, was said to be just as bad. Former Governor Yates was said to be on a par with both Deneen and Stevenson. Speaker Cannon was termed an "old stiff," and it was declared that he would try to jump across the Potomac River if the capitalists snapped their fingers at him, and so on.

Another address was by Charles Westrup of California on "Co-operation on the Pacific Coast;" and there were discussions on "Weights and the Advantage of Knowing the Exact Amount of Grain in Each Car Shipped," "Should Stockholders and Managers of Co-operative Elevators Sell to the Highest Bidder?" "Importance of Enthusiasm and Loyalty of Members of Co-operative Companies," "The Problem of Mutual Insurance." An important resolution was one declaring that for the benefit of the agricultural classes there should be a revision of the tariff. Congratulatory messages were sent to Taft and Roosevelt.

Peoria was selected as the next meeting place.

The Pinkerton detectives at Hankinson, N. D., recently arrested a man who confessed to have written letters to the Osborne-McMillan Elevator Co. of Minneapolis threatening to burn one or more of their country elevators unless the company sent \$1,500. The arrest was made by means of a decoy package which was sent to Hankinson by the Pinkerton men.

LATE PATENTS

Issued on February 9, 1909.

Grain Door.—Thomas J. Campbell, Lathrop, Mo. Filed August 4, 1908. No. 911,701. See cut.

Seed Corn Rack.—William Albrich, Atlantic, Iowa. Filed March 21, 1908. No. 911,923. See cut.

Grain Separator.—George Feickert, Leola, S. D. Filed July 17, 1908. No. 912,098. See cut.

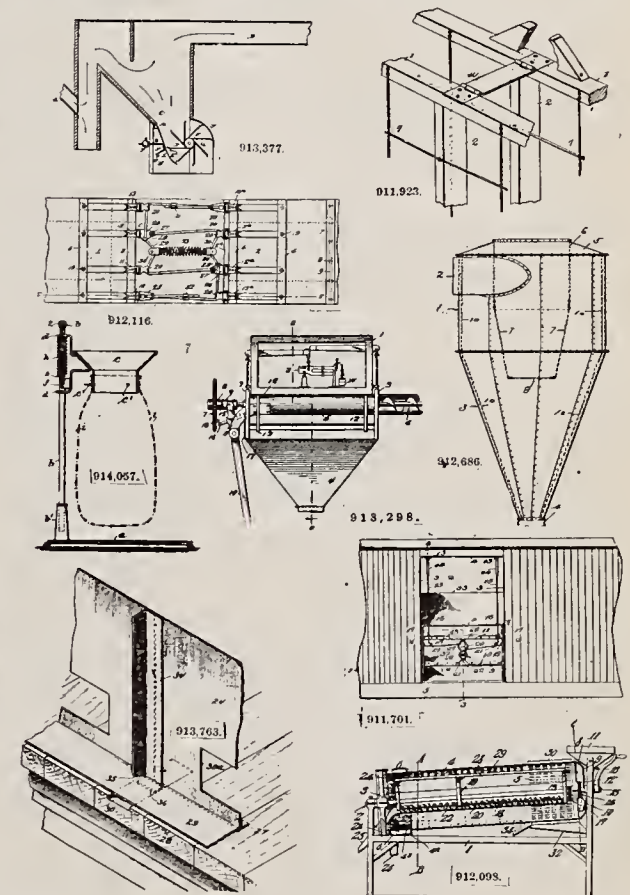
Conveyor Belt.—Michael C. Graney, Hoosick Falls, N. Y. Filed May 20, 1908. No. 912,116. See cut.

Issued on February 16, 1909.

Dust Separator.—Charles H. Keeney, Hartford, Conn. Filed September 3, 1907. No. 912,686. See cut.

Issued on February 23, 1909.

Automatic Weighing Scale.—John J. Linden and Lucius A. Rockwell, New York, N. Y., said



Linden assignor to said Rockwell. Filed April 13, 1908. No. 913,298. See cut.

Valve for Grain Separators.—Charles J. H. Grant, Cedar Rapids, Iowa. Filed October 3, 1907. No. 913,377. See cut.

Issued on March 2, 1909.

Grain Door for Freight Cars.—Edward Posson, Chicago, Ill. Filed December 13, 1907. No. 913,763. See cut.

Bag Holder.—George L. Lyon, Bainbridge, N. Y., assignor of one-third to himself, one-third to Ira B. Cushman, Bainbridge, N. Y., and one-third to Foster West, Oneonta, N. Y. No. 914,057. See cut.

John Baker of Pontiac, Ill., a grain buyer for the Northern armies during the Civil War, on March 3 received a draft from the United States Government for \$1,000 for a shipment of corn which he purchased during the war for Uncle Sam. Mr. Baker, who was commissioned by Governor Yates to go through central Illinois and buy grain, bought and paid for a certain consignment which through some blunder was never shipped, but rotted at the station. This is the grain he has just been paid for after forty-five years.

E. C. D. Marshall, of the Louisiana Railway and Navigation Co., at Shreveport, La., has issued a notice to the farmers along that line of railway that his company realizes that prosperous farmers make prosperous communities and that upon prosperous communities depended the prosperity of the railroad company; and that in view of the agricultural depression due to the ravages of the boll weevil and the necessity and desirability of establishing diversified farming, the company has organized an Industrial and Immigration Department, with headquarters at Shreveport. The agent in charge will make visits to the farmers along the line of the road and confer with them about the raising of live stock and the general diversification of crops and the marketing of the same.

OBITUARY

William T. Trego, a member of the Chicago Board of Trade for over thirty years, died recently.

Edward V. Hallock, a prominent grain dealer of Queens, L. I., died suddenly on March 2 of apoplexy while on a subway train in New York city.

Frank H. Coakley, prominently connected with the Hutton Grain Co. of San Francisco, Cal., died at his home in that city last month. While he had been in ill-health for many months, his death was unexpected and came as a distinct shock to his wide circle of friends.

Elijah C. Upton, for many years a prominent citizen of Spencerport, N. Y., and at one time a large grain dealer at that point, died unexpectedly at the State Hospital at Rochester, N. Y., on February 23. He was seventy-four years of age and had made his home in Spencerport for forty-seven years. A wife, three sons and three daughters, as well as three brothers, survive.

Charles W. Coe, for many years an active and lately an honorary member of the Toledo Produce Exchange, died at his home in that city on March 4 in his eighty-seventh year. Mr. Coe was the first secretary of the Cleveland Board of Trade, later managing a flour mill in that city. He removed to Toledo in 1874 and was actively identified with the grain trade in the latter city until his retirement a few years ago.

D. C. Frost, for the past twenty years a prominent grain and coal merchant of Lexington, Ky., died suddenly at Louisville, Ky., on February 19. Mr. Frost was fifty-one years of age and a native of Lexington. He was prominently identified with politics, having gone to Louisville at the time he was stricken to attend the meeting of the Republican State Central Committee. His malady was first believed to be appendicitis, but examination proved serious stomach trouble, from which he could not rally. A widow and two children survive.

After forty-five years of continuous service, William J. Langson, secretary of the Milwaukee Chamber of Commerce, died at his home in that city on February 18. Mr. Langson was a native of Dublin, Ireland, having been born in that city in August, 1837. He came to this country in 1851, and located at Milwaukee in 1855. Mr. Langson, who witnessed the vicissitudes of Milwaukee as a grain market, never plunged, disliking publicity and notoriety, and took his pleasure in doing his plain duty. His work as secretary was of the highest order, and

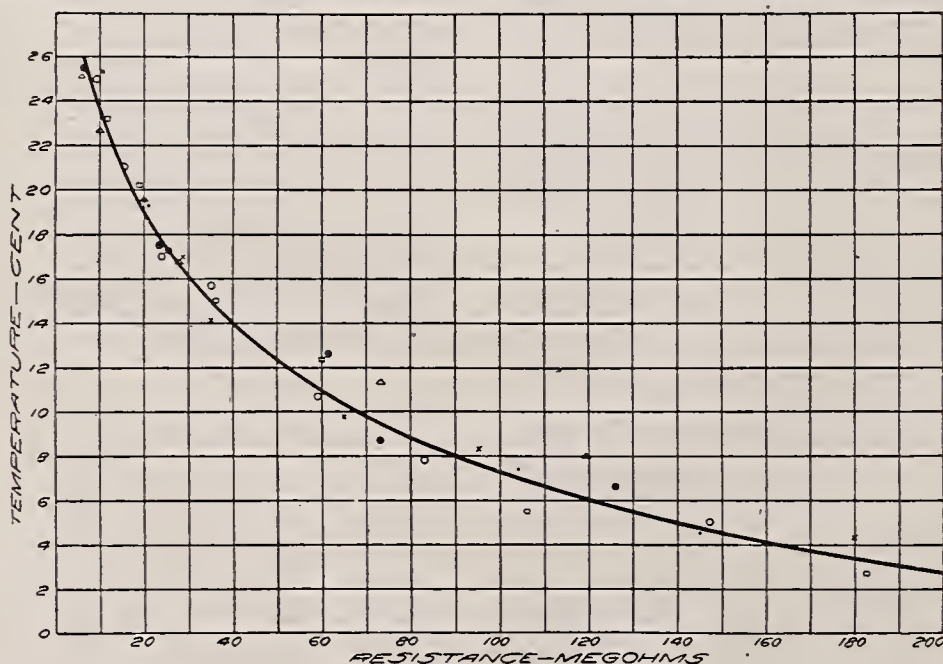


Fig. 2.—Chart showing the influence of temperature upon the electrical resistance of wheat.

better positions at other points were offered him at various times, but he preferred to stay in Milwaukee. Quiet and retiring, loving his home, he made a host of friends. He is survived by his wife and two daughters, Mrs. Harry A. Plumb and Mrs. Frederick R. Huntington. Resolutions expressing the sympathy of the entire body of members of the Chamber were passed at a special meeting of the Board of Directors, and the funeral was largely attended.

H. G. Wilson, Commissioner of the Kansas City Transportation Bureau, and George T. Bell, Assistant Commissioner, on February 15 appeared before the I. C. C. with arguments for a readjustment of the Kansas City-Omaha differential and Northern Kansas rate.

[Bureau of Plant Industry, Circular No. 20.] AN ELECTRICAL RESISTANCE METHOD FOR THE RAPID DETERMINATION OF THE MOISTURE CONTENT OF GRAIN.

BY LYMAN J. BRIGGS,
Physicist in Charge of Physical Laboratory.

The shipping and storing qualities of grain are so dependent upon its moisture content that an accurate knowledge of the moisture in grain in storage and in transit is highly desirable. This subject has been given special attention by Brown and Duvel, who have described a rapid method of making such moisture determinations. Their method consists in boiling the grain in an oil having a flashing point much above the boiling point of water, condensing the water which dis-

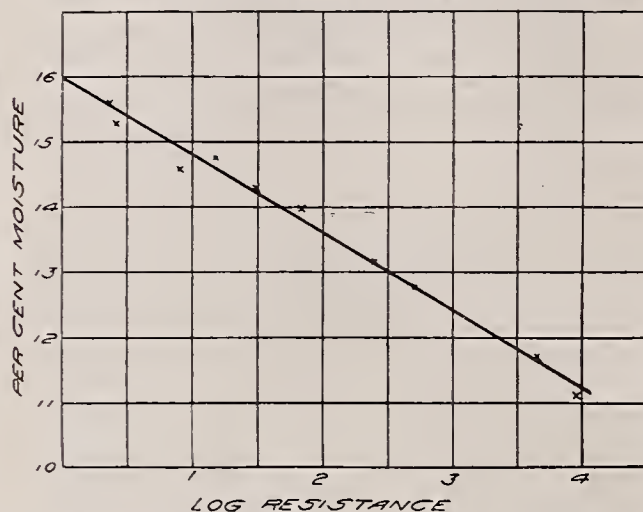


Fig. 1.—Chart showing the relation between the moisture content and the electrical resistance of wheat. Measurements made at 75 degrees F. For description of electrodes, see text. Resistances expressed in megohms. Moisture percentages based on weight of moist grain.

tills off, and collecting and measuring it in a suitable graduate. Moisture determinations can by this method be made in about one-half hour, whereas determinations in the water oven require several days. This method is, however, suitable for laboratory use only, necessitating the collecting of samples before the determinations can be made, and does not appear to be adapted to such grain products as meal and flour.

At the request of the Office of Grain Standardization, the writer undertook the development of an electrical resistance method for measuring the moisture content of grain adapted to measure-

from one metallic rod or electrode to another. The electrical resistance decreases rapidly as the moisture content of the grain increases. The electrical resistance of wheat containing 13 per cent of moisture is seven times that of wheat containing 14 per cent and fifty times that of wheat containing 15 per cent of moisture. This method, therefore, gives a very open scale, and a considerable variation in resistance can take place without seriously affecting the accuracy of the moisture determinations.

The relation between the electrical resistance and the moisture content of wheat is shown graphically in Figure 1. The moisture percentages in this figure are plotted as ordinates and the natural logarithms of the corresponding resistances are plotted as abscissas. Five widely differing types of wheat—soft red winter, hard red winter, No. 1 hard spring, durum, and a badly mixed wheat containing many weed seeds—were used in these determinations. The closeness with which the different points on the diagram approach the straight line drawn through them illustrates the accuracy with which moisture determinations can be made by this method. The logarithms of the resistances instead of the resistances themselves are plotted in order to condense the diagram and to bring out the straight line relation between the two variables as shown.

The electrical resistance of wheat is also dependent upon the temperature of the grain. In fact, the rapidity with which the resistance decreases as the temperature increases is quite remarkable and greatly exceeds that occurring in most substances. The manner in which the electrical resistance of wheat varies with the temperature is shown graphically in Figure 2, in which temperatures are plotted as ordinates and electrical resistances as abscissas. The resistance at 4° C. (39° F.) is seen to be 18 times the resistance at 24° C. (75° F.). This curve is based upon 34 groups of measurements made upon hard red winter, soft red winter, hard red spring, durum and a mixed wheat. Dots on the diagram refer to one sample, crosses to another, and so on. In order to construct a mean temperature resistance curve the resistances corresponding to the different samples were all increased or decreased by an amount corresponding to the mean of the ratios of the resistances to the corresponding resistances of one curve taken as a standard. In making these determinations, the wheat, after being cooled in an ice chest, was allowed to approach the temperature of the room and a series of resistance measurements were made as the temperature increased. The grain was in each case stirred to obtain as uniform a temperature distribution as possible before each set of measurements. Temperatures above that of the room were obtained in a similar manner by heating the grain and measuring the resistance as it cooled. It is difficult to determine the true temperature of grain while it is being warmed or cooled in this way, which accounts for the rather wide departure of some of the points from the mean curve.

THE DETERMINATION OF THE MOISTURE CONTENT OF WHEAT AT DIFFERENT TEMPERATURES.

By combining the data shown in Figures 1 and 2 we can construct a chart showing the moisture content of a sample of wheat corresponding to a given electrical resistance at any temperature within the range of the experiments. Such a chart is presented as Figure 3. This chart is similar to that shown as Figure 1, except that we have here lines showing the relation between moisture content and resistance not only for a single temperature, as in Figure 1, but for temperature intervals of 5 degrees from 80° to 40° F. In this chart the moisture contents are plotted as ordinates and the logarithms of the electrical resistances as abscissas. To facilitate the use of the chart, resistances are written in place of the corresponding logarithms. To illustrate the use of the chart, suppose that a resistance of 55 megohms was observed in a given sample of wheat at a temperature of 75° F. Referring to the chart, it will be seen that the imaginary line corresponding to 55 megohms crosses the 75° F. line at a point corresponding to 13.95 per cent of moisture. This statement assumes, of course, that the measurements were made with electrodes of standard size, to which this chart is only applicable.

APPARATUS FOR MEASURING ELECTRICAL RESISTANCE OF GRAIN.

Unless the grain is very wet, its specific electrical resistance is very high. The resistance, while electrolytic in character, is so great that polarization is not troublesome and measurements can be made with direct currents. The electrical apparatus required for such measurements is,

DESCRIPTION OF THE ELECTRICAL RESISTANCE METHOD FOR MEASURING THE MOISTURE CONTENT OF GRAIN.

The method developed consists essentially in the measurement of the resistance offered to the passage of an electric current through the grain

therefore, similar to that used for testing the insulation of cables. The measurements described were made principally with a Wheatstone bridge, using a fairly sensitive galvanometer and an electromotive force of 17 volts. In the driest samples (below 12 per cent) the resistance was so high that it could not be measured by this method. For these samples the direct deflection method was used, the galvanometer and grain resistance being connected in series with a battery having an electromotive force of 10 volts.

In all the measurements described, the electrodes used consisted of two parallel $\frac{1}{2}$ -inch round brass rods, $1\frac{1}{2}$ inches between centers and 12 inches long. These rods were kept parallel and insulated from each other by being supported in a hard-rubber block at their upper ends. Connecting wires with extra heavy rubber insulation were soldered to the two upper ends of the

resistance measurements necessary for moisture determination, provided the grain is not too dry. A special testing set is now being constructed in which a resistance coil for determining the temperature of the grain is placed within one of the electrodes. A shunt box for use in connection with the direct deflection method is also being constructed. This method is similar in principle to that developed some years ago in the Division of Soils for the measurement of the moisture content of soils. The difficulties that developed in connection with that method—namely, the translocation of salts and the cracking away of the soil from the electrodes—are not encountered in the measurement of the moisture content of grain. There is a possibility that wheat grown in different localities will show a sufficient variation in salt content to affect the moisture determinations, but such variation has

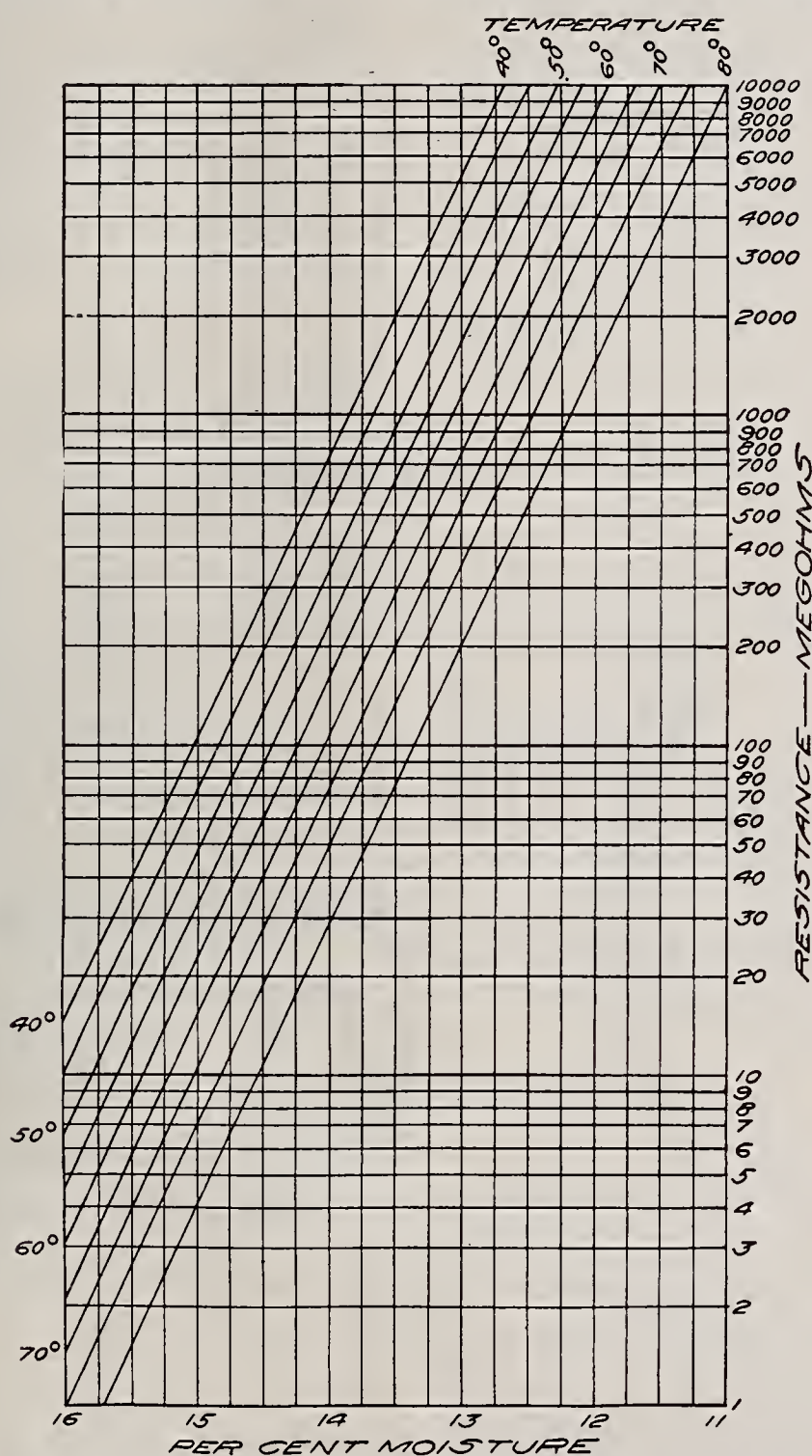


Fig. 3.—Chart for determining the moisture content of wheat when the electrical resistance and temperature are known. Electrodes having the same dimensions as those described in the text must be used in connection with this chart.

electrodes. The grain during measurements was held in glass battery jars 5 inches in diameter and 11 inches high. The height of the grain, inside measurement, was 10 inches. The lower ends of the electrodes rested upon the bottom of the jar. The temperature was measured with a mercurial thermometer having a cylindrical bulb, which could be readily forced into the grain.

Before each measurement the electrodes were removed and the grain was packed by jarring the bottom of the container against some solid object. It is important that this precaution in packing be observed if satisfactory results are to be obtained. This will not be necessary in measurements made in cars, since the settling of the grain in transit will have reduced it to a stable condition.

Other types of electrodes and containers designed for using smaller quantities of grain have been tried, but the most satisfactory results have been obtained with the apparatus described.

Portable cable-testing sets can be used for the

not been indicated in the samples so far examined.

SUMMARY.

This paper deals with an electrical resistance method for the rapid determination of the moisture content of grain. The experiments have so far been confined to wheat. The electrical resistance of wheat containing 13 per cent of moisture is fifty times that of wheat containing 15 per cent. The temperature of the grain must be determined. The results of the experiments indicate that the moisture content can be determined by this method with a probable error not exceeding 0.3 per cent. Measurements can be made rapidly, requiring only two or three minutes. The apparatus is portable in character, so that measurements can be carried on in cars or elevators as well as in the laboratory. The use of this method in connection with other grains and grain products is now being investigated.

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The Churchill Grain & Seed Co.

Commission Orders Executed. Grain and Seed Bought and Sold

Offices: Buffalo, N. Y.

Toledo, Ohio

Seed Warehouse:

Located at Toledo, Ohio

Members

New York Produce Exchange

Toledo Produce Exchange

Buffalo Corn Exchange

W. E. TOWNSEND

A. T. WARD

TOWNSEND-WARD CO.

GRAIN COMMISSION

Buffalo, - - - New York

We solicit your consignments for Buffalo market



SCALE SENSE

Scale sense is the sense that comes to you, probably after many trials, vexations and much expense.

You are perhaps attracted to one scale by the colored representations of a glib salesman; to another by the evidence of a few isolated successes under ideal but not representative conditions; to a third by lowness of price, and so on.

But when scale sense comes to your rescue you discover that it is not the mere interested recommendation of a salesman, or a few successes under favorable conditions, or lowness or highness in price, that guarantees and makes the best scale *For You*. But it is the *Superior Principle* and the knowledge of conditions in the grain elevator embodied in its design that make the best scale; the one that will work without a hitch, with absolute accuracy *Under Your Conditions*.

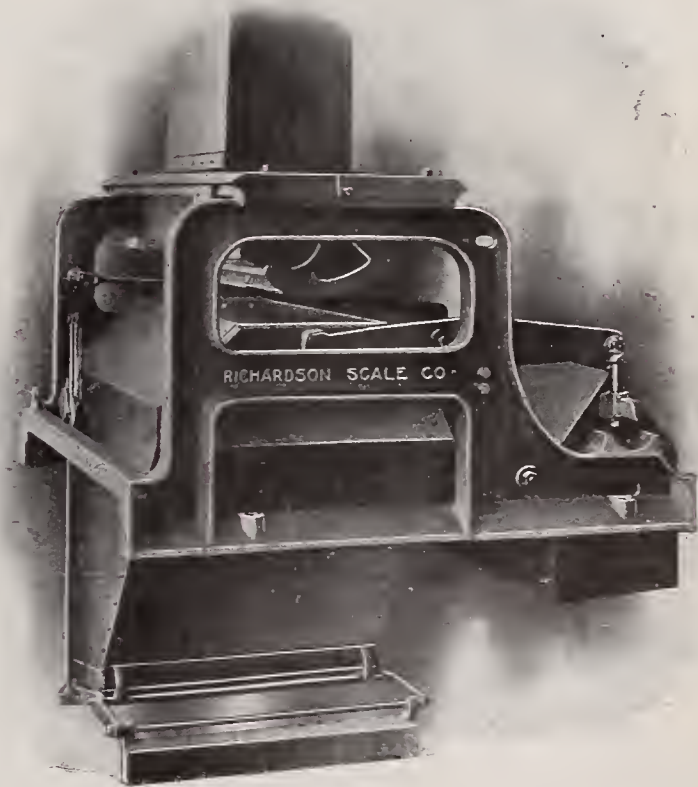
Such a scale depends upon no lucky circumstances; it is just a scale that is accurate; to which dirty or clean, light or heavy grains are alike, which is in commission all the time, moderate in price, though supreme in principle, strength and workmanship.

Such a scale guarantees your profit on every carload, since it furnishes a correct record of all you put in the car.

It means correct outturns at destination and payment in full for all grain shipped, or, in the event of leakage, payment of claim for shrinkage by railroad.

Such is the

RICHARDSON AUTOMATIC ELEVATOR SCALE



Milford, Ill.

We have been using one of your Automatic Scales, of 2,000 bu. per hour capacity, for the past two years. During the time we have had it it has weighed upwards of half million bu. of grain, principally corn and oats, with very satisfactory results. It takes no care whatever and all we have to do after a car is loaded is to read the tally and the thing is done. We think it as accurate as any scale that could be put in or around elevator and very much more convenient than a hopper scale.

HERRON-PATTERSON COMPANY.

RICHARDSON SCALE COMPANY

2 Park Row, New York

122 Monroe St., Chicago

415 Third St. S., Minneapolis

YOU COULDN'T

BURN THIS ONE DOWN IF YOU TRIED.



It is built entirely of Concrete and Steel, and we put it up in 60 days. If you are about to build you had better see us, or let us know when and where we can see you.

MACDONALD ENGINEERING CO.

Specialists in Concrete

549-53 MONADNOCK BLDG.

CHICAGO

Witherspoon-Englar Company

—Designers and Builders of—

FIREPROOF Grain Elevators



Cut shows four reinforced concrete grain tanks 30 ft. diameter, 60 ft. high, connected with brick operating house 30x60 feet, erected for the American Maize Products Co. at Roby, Ind.

Designs and estimates promptly furnished for all kinds of buildings for the handling and storage of grain in any locality.

1244-1250 Monadnock Building, Chicago, Ill.

John S. Metcalf Co.

Builders of

Terminal Elevators

Concrete Storage Bins

Transfer Elevators

Drawings and Specifications

THE TEMPLE, CHICAGO



Fred Friedline & Company

DESIGNERS AND BUILDERS

Transfer, Terminal and Country Elevators, Warehouses, Tankage in Frame, Iron-Clad or Fire-proof Construction, Concrete Tanks

Plans and Specifications a Specialty. Write for Sketches and Estimates.

253-261 LA SALLE ST., CHICAGO

C. M. Seckner

Fred Friedline

SMALL COST—BIG RETURNS

This is the story of classified advertising in the "American Elevator and Grain Trade." You can sell your elevator or machinery quickly and cheaply through an ad in its columns.

WRITE FOR RATES.

MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

THE MORSE RAREFIED DUST COLLECTOR

—NO CLOTH—NO MOVING PART—

Rutland, Vt., Aug. 31, 1908.

The Knickerbocker Co.,
Jackson, Michigan.

Gentlemen:—We are looking for a dust collector to take away the dust when we are unloading corn and oats. We are using an independent fan, the Sturtevant No. 40, with 14½-in. inlet and speed of 1,500 revolutions. Kindly send us catalog of your machine and state price of same.

Yours truly,

DAVIS FEED CO.



Rutland, Vt., Jan. 14, 1909.

The Knickerbocker Co.,
Jackson, Michigan.

Gentlemen:—The Rarefied Dust Collector which we purchased from you last September has been at work since that time. It has shown good results so far and has easily done the work we expected it to do. We are fully satisfied with same.

Yours truly,

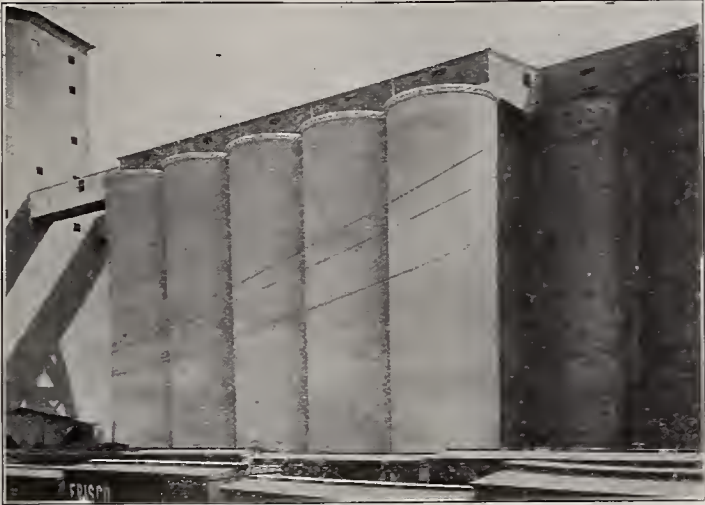
DAVIS FEED CO.

The Knickerbocker Co.

Jackson, Michigan.

JAMES STEWART & CO.

Designers and Builders of **GRAIN ELEVATORS** in all parts of the world



Recent concrete addition to C., M. & St. P. Ry. Co.'s tile elevator at Coburg, Mo.

GRAIN ELEVATOR Department
1811 Fisher Building CHICAGO

W. R. SINKS, Manager R. H. FOLWELL, Engineer

We also do general contracting and have offices in the following cities
Write or call on any of them

CHICAGO, ILL.—1811 Fisher Bldg. ST. LOUIS, MO.—Lincoln Trust Bldg.
NEW YORK—130-137 Broadway NEW ORLEANS, LA.—Hibernia Bank Bldg.
PITTSBURG, PA.—Westinghouse Bldg. MONTREAL, CAN.—Sovereign Bank Bldg.
SAN FRANCISCO, CAL.—Powell and Geary St.



Fireproof Grain Elevator

Recently completed for the Chicago, Burlington & Quincy
Railway Co. at Harlem (Kansas City), Missouri.

This elevator is of an entirely new type throughout, origi-
nated, designed and constructed by

The Barnett & Record Company

Engineers and General Contractors
MINNEAPOLIS, MINNESOTA

Not the Biggest Elevator in the World



BUT THE BEST

**Grain Elevators
of Fireproof Brick
Construction**

In Any Design

Write for Plans and Estimates

S. H. Tromanhauser

Room 3, Old Chamber of
Commerce Building

Minneapolis, - Minnesota

RESOLVED: That I will build my grain elevator early this year, and that I will place my contract with Burrell Engineering & Construction Co.—Mr. Country Dealer.



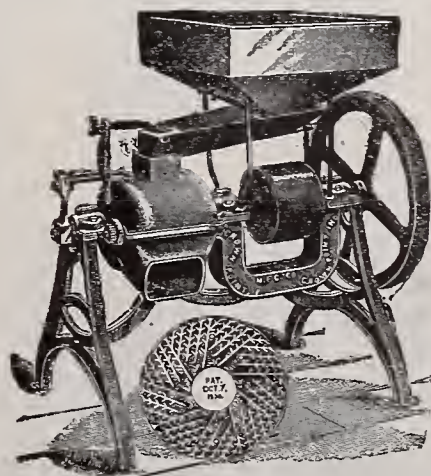
That's a Good Resolution

and we trust that you will make the same. That we are leaders in grain elevator building is shown by our list of '08 contracts—mailed on application.

**Burrell Engineering &
Construction Co.**

1139-1140 Stock Exchange Bldg., CHICAGO

YOU NEED A CROWN POINT MILL



BECAUSE

they grind oat hulls very fine. Wheat and shelled corn to flour.

NO TRUSS BEARINGS,

therefore are very light running, with a large capacity.

For further information write to

CROWN POINT MFG. CO.

116 East Road,

CROWN POINT, IND.

A COMPLETE LIST

of Grain Elevators and Grain Storage Warehouses

IN CHICAGO AND COOK COUNTY

with notes of their construction, terminal facilities, etc., for use of railroads, commission men, insurance companies and others. Compiled and published by the "American Elevator and Grain Trade." Price 25 cents.

For Sale by MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

ROCKFORD
Address Dept. 7
ROCKFORD ENGINE WORKS
Rockford, Ill., U.S.A.
The Engine that will please you
ELEVATOR ENGINES
From 3 to 30 H.P. any style.
Write for special price.
NEAT—NOBBY—HANDY
Mention this paper.

TRIUMPH POWER
CORN SHELLE
CO. BARTLETT & Co.
CLEVELAND O.



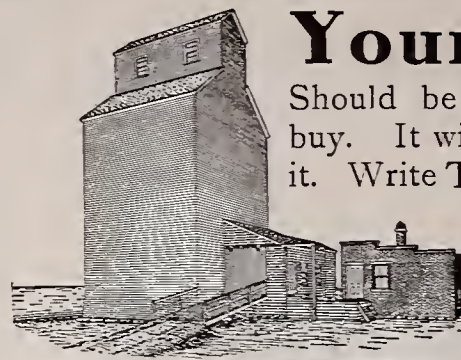
The Gallatin County Farmers' Elevator at Belgrade, Mont.

Minneapolis Steel & Machinery Co.

MINNEAPOLIS, MINN.

BRANCH OFFICES:

DENVER, COLO., 313 Mining Exchange SALT LAKE CITY, UTAH, 324 Dooley Block
SEATTLE, WASH., 338 Globe Bldg. EL PASO, TEXAS, 313 E. P. & S. W. Bldg.
BUTTE, MONT., 352 Phoenix Bldg.



Your Elevator

Should be the best that money can buy. It will be if IBBERSON builds it. Write T. E. Ibberson, 308-310-312 Corn Exchange, Minneapolis, Minn.

He Knows How

Phone
Monroe 1614

OLSON BROTHERS & CO.

ENGINEERS and CONTRACTORS

Grain Elevator Construction

Power Transmission

Elevating and Conveying Machinery

703-707 Bloomingdale Avenue

CHICAGO

L. BUEGE

THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind of Elevators at the Right Kind of Price
305 So. Third Street, MINNEAPOLIS, MINN.

YOUNGLOVE builds Elevators complete, or will furnish and install your repairs. We have the men and make this a specialty.

YOUNGLOVE CONSTRUCTION CO., 219 Grain Exchange, Sioux City, Iowa

W. N. CLAUS & CO.

CONTRACTORS AND BUILDERS

—OF—

Grain Elevators and Flour Mills

How about that new Elevator or the one that needs repairing? Don't neglect or hesitate to write us about it, for we will be glad to hear from you. We guarantee to do good work, and can execute our contracts promptly. Just give us a trial and see how nicely we can convince you of the fact.

Plans, Specifications and Estimates furnished
Repair work promptly done

PLYMOUTH - - - IOWA

G. H. BIRCHARD

Contractor of

Grain Elevators

Especially Designed for Economy of
Operation and Maintenance

LINCOLN, NEB.

N. A. GRABILL

Furnisher and Builder of

MILLS AND ELEVATORS

DALEVILLE, IND.

Indianapolis Office, 617 Board of Trade Bldg.

Also State Representative for
JOHNSON'S GRAIN DRYER AND RENOVATOR

Grain Elevators BUILT

G. M. SLOAN

5804 Superior St., Chicago, Ill.

A "WANT AD" in the "AMERICAN
ELEVATOR AND GRAIN TRADE" will
do the business.

STEEL STORAGE & ELEVATOR CONSTRUCTION CO.

DESIGNERS AND BUILDERS OF

STEEL OR CONCRETE GRAIN ELEVATORS

BUFFALO, N. Y.

The New Bill of Lading

will make claims for shortages difficult to collect in full. You can prevent the leakages in transit by using the Kennedy Car Liner in the old cars that you load. Made by

FRED. W. KENNEDY, Shelbyville, Ind.

GRAIN ELEVATORS

STORAGE TANKS or WAREHOUSES

IN
Wood or FIRE-PROOF Materials

Plans :: Specifications :: Estimates

We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a terminal transfer house.

L. O. HICKOK & SON

Engineers and Contractors

320 Flour Ex'ge, Minneapolis, Minn.



Elwood's Grain Tables. A book needed by every grain dealer. It shows the value of any number of bushels or pounds of wheat, rye, oats, corn or barley at any given price from 10 cents to \$2.00 per bushel. Cloth bound, 200 pages. Mailed on receipt of price, \$1.25, by
MITCHELL BROS. CO., 315 Dearborn St., CHICAGO



GOOD JUDGMENT

for fire insurance is to select the company patronized by your fellow grain dealers. The



is insuring over 2,200 country elevators for over \$9,000,000. For conditions to unite with them, write

C. A. McCOTTER, Secretary.

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS ALTON, ILL.

Wrote... \$5,348,463.75 insurance last year
Paid..... \$110,724.14 in losses last year
Added..... \$24,230.30 to surplus last year
Assessed only 45% of basis rates last year

If you want the best of insurance at the lowest cost, write to us.

Insurance in force..... \$10,158,139.43
Face value of notes..... 1,451,877.89
Cash assets..... 300,148.96
D. R. SPARKS, President A. R. McKINNEY, Secretary

CHICAGO AGENT

M. W. FUGIT, 740 National Life Building

MILL OWNERS' MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA
ORGANIZED 1875

Insures Mills, Elevators, Warehouses and contents.

Net Cash Assets, \$ 261,480.33
Losses Paid, - 1,473,780.50
Saved to Policy Holders, \$1,909,196.60

J. G. SHARP, Secretary

DUST! DUST! GIBBS PATENT DUST PROTECTOR is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust, and is the most reliable protector known. Perfect ventilation. Nickel-plated protector, \$1, postpaid. Circular free. Agents wanted. GIBBS RESPIRATOR CO., "B," 124 East Ave., Oak Park (Chicago), Ill.

Plain Gas Engine Sense

By E. L. OSBORNE

A BOOK for the man who has a gas or gasoline engine and wants to operate it to the best advantage.

The book is written in plain language and thoroughly covers the field of gas engine operation.

125 Pages of Practical Suggestions

PRICE 50 CENTS

MITCHELL BROS. CO.
315 Dearborn St., CHICAGO, ILL.

Millers' National Insurance Company

205 La Salle St.

CHICAGO, - - ILL.

CHARTERED 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS, on the Mutual Plan.

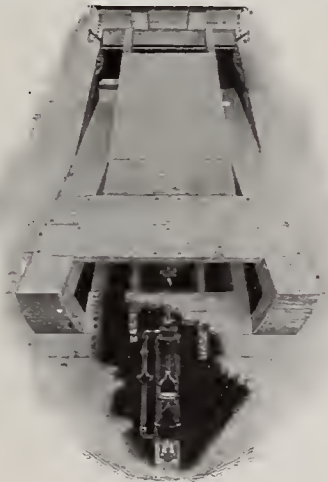
Five-Year Policies (or short term policies on grain, if required).

Semi-Annual Assessments, costing about one-half Stock Company rates.

No conflagration hazard.

Gross Assets, - - \$5,288,714.18
Net Cash Surplus - 930,166.99

Reliance Automatic Dump Controller



This device is the only Automatic dump controller on the market that requires neither hand nor power to operate.

It causes the dump to settle down easily without the least jar or jerk and prevents accident to wagon or team.

This device is a small cylinder filled with cold tested oil in which travels a piston which is attached to the front end of the dump. The motion of the dump is controlled by the forcing of this oil through a regulating valve, which can be adjusted to suit operator.

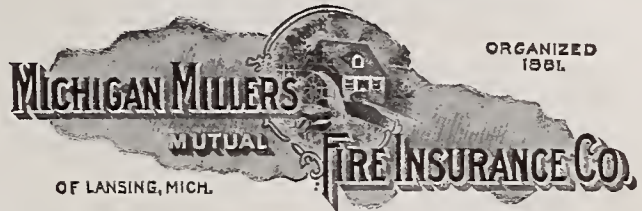
Equip your dumps with them and avoid accident in the handling of the coming crops.

Shipped on trial to responsible parties. Write us for particulars and price.

RELiance CONSTRUCTION CO.

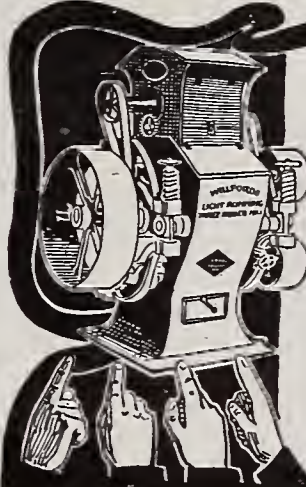
625 Board of Trade Bldg., Indianapolis, Ind.

THE OLD RELIABLE



INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES



4 GOOD POINTERS

ON THE

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.,
303 3d St. South, - MINNEAPOLIS, MINN.

ELWOOD'S GRAIN TABLES

Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

\$1.25

MITCHELL BROS. CO., 315 Dearborn Street, Chicago, Ill.

Elevators and Conveyers

For SACKS, BARRELS, BOXES



Illustrated in catalogue No. DSO with other mill specialties. Mailed free.

THE JEFFREY MFG. CO.

COLUMBUS, OHIO, U. S. A.

LEWIS GAS ENGINES

ALWAYS FILL THE BILL

Starts without cranking. Patented features make it more durable, smoother running, easier working than ordinary engines. Automatically adjusts itself—a light impulse for light work—powerful impulse for heavy load—saving fuel, wear and tear. Sold for twenty years. Thousands in use. Tell us what you will use it for, and we will recommend size and give price.

WRITE TO-DAY

J. Thompson & Sons Mfg. Co.

Dept. 11, BELOIT, WISCONSIN

ARE YOU getting your share of business? If not, try an AD. in the

American Elevator and Grain Trade

Rates on Application

SEEDS

THE ALBERT DICKINSON CO.

DEALERS IN.....

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS, PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.

CHICAGO, ILL.

BRANCH: MINNEAPOLIS, MINN

Don't Buy Gasoline Engines

starting, small space occupied and practical overcoming of vibrations. Costs less to buy—less to run. Send for Catalogue. This is our 55th year.

THE TEMPLE PUMP COMPANY, Manufacturers.

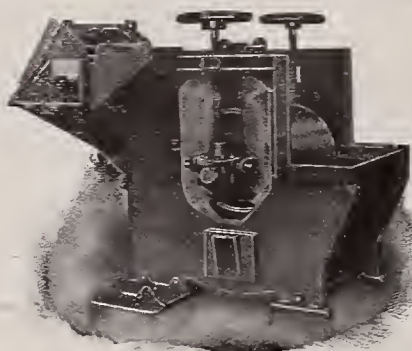
Meagher and 15th Streets, CHICAGO

until you investigate "The Master Workman," a two-cylinder gasoline, kerosene or alcohol engine, superior to any one-cylinder engine; revolutionizing power. Its weight and bulk are half that of single-cylinder engines, with greater durability. Endorsed by the Board of Underwriters. Especially adapted for grain elevator work, owing to steady pull, quick and easy

OPEN THE FEED GATE and the trick is done!

That's all there is to do to get grain up the elevator leg with a

HALL NON-CHOKABLE BOOT



and it gets it up twice as fast as it can be done with any other Boot. You don't look at the cups, or the feed gate. Just keep a full supply of grain pressing hard into the Boot—that's all

You will be surprised at the enormous results this system accomplishes in a day or a week.

It more than doubles your capacity.

We send it on trial to be proved by you. Catalogue E illustrates it fully.

HALL DISTRIBUTOR CO.

222 RAMGE BUILDING, OMAHA, NEB.

NOW
YOU NEED A

Hess (U. S.) Moisture Tester

Why Buy Water
at Corn Prices?



Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

PRICES, F. O. B. CHICAGO

2 Compartment, Complete - - - -	\$40.00
4 Compartment, Complete - - - -	50.00
6 Compartment, Complete - - - -	60.00
Torsion Balance - - - -	23.00

Recommended and used by U. S. Dept. of Agriculture.

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

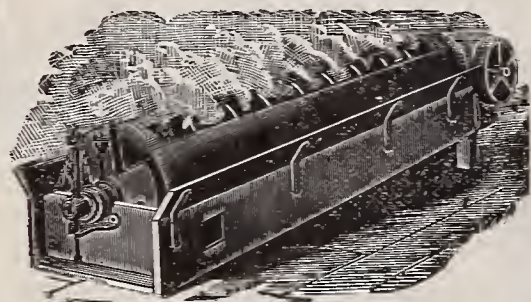
Hess Warming & Ventilating Company

910 Tacoma Building, CHICAGO

P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

HESS-DRIED IS BEST DRIED

SEE THAT YOUR
CONTRACTS CALL FOR



THE CUTLER STEAM DRYER

SOLD BY ALL MILL FURNISHERS

Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE, CLAY AND ORES

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.
CATALOG ON REQUEST:

Progressive Grain Men

Are interested in all phases of the grain business, the milling as well as the marketing of grain. They aim to keep in touch with the consuming trade and know what becomes of their grain in the markets of the world. Such men find the

AMERICAN MILLER

a big help because it fully covers the business of milling wheat and other cereals.

Published on the first of each month, it gives all the news of the milling world and prints a large amount of technical matter that is of interest to the elevator man as well as the miller.

We will send the American Elevator and Grain Trade and American Miller to one address for one year at the combination price of \$2.50. Send in your subscription now.

Elwood's Grain Tables

Show the value of any number of bushels or pounds of
WHEAT, RYE, OATS, CORN OR BARLEY
at any given price from 10 cents to \$2.00 per bushel.
One of the most useful books ever offered to millers.
Indorsed by prominent millers and grain dealers.
Bound in cloth, 200 pages. Mailed on receipt of price

\$1.25

MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

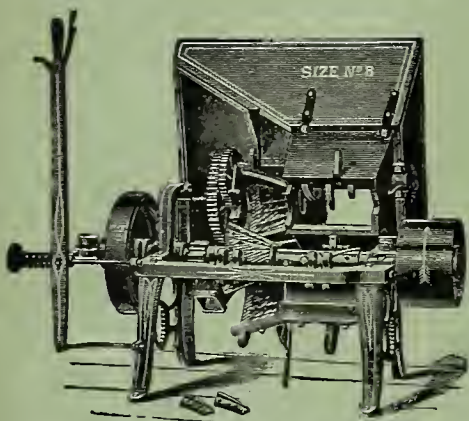
Did It Ever Occur To You

That the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it. We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54-inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

—THE—
STRONG - SCOTT MANUFACTURING CO.
MINNEAPOLIS, MINN.

Northwestern Agents for Richardson Automatic Scales, Invincible Cleaners, Knickerbocker Dust Collectors

Bowsher's All-Around Feed Mill



(Sold with or without sacking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES: 2 to 25 H. P.

Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

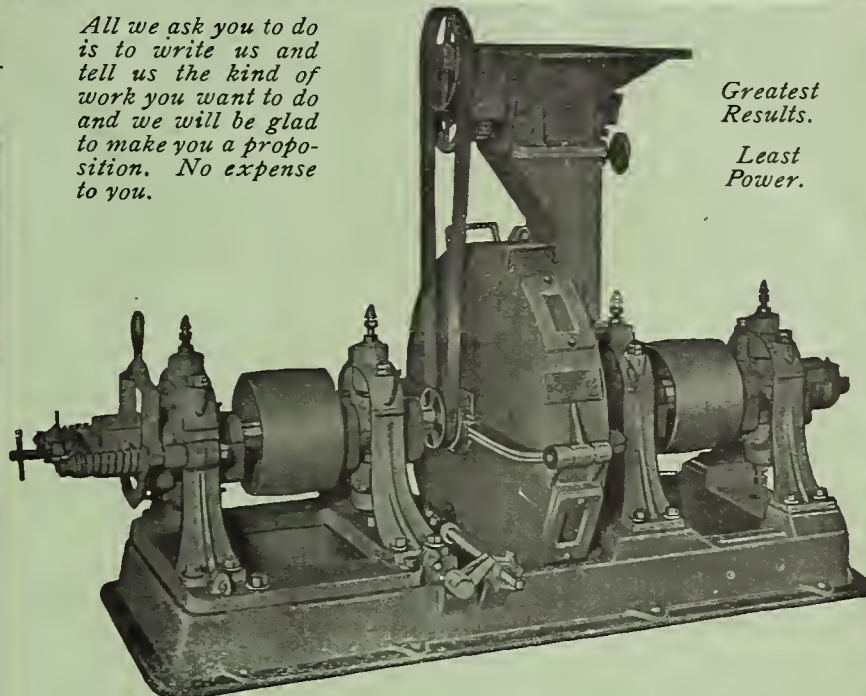
THE N. P. BOWSHER CO., South Bend, Ind.

SCIENTIFIC Attrition Mills

All we ask you to do is to write us and tell us the kind of work you want to do and we will be glad to make you a proposition. No expense to you.

Greatest Results.

Least Power.



Built for FAST, FINE GRINDING. Grinds Corn, Chop Feed, Bran, Offal, Screenings, Small Grain and a great variety of other products.

Our new Catalogue is ready and we will be pleased to send you a copy.

THE FOOS MFG. CO.

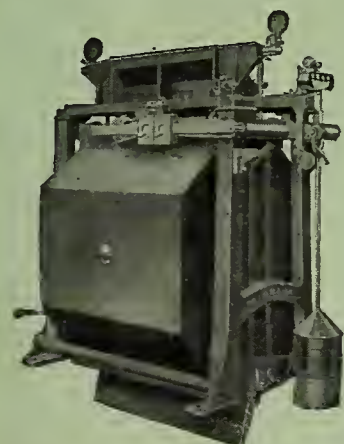
(Builders of Attrition Mills Since 1878)

SPRINGFIELD,

OHIO

Fairbanks Automatic Scales

HIGHEST DEVELOPMENT OF
AUTOMATIC WEIGHING



SIMPLE

Operated wholly by gravity; no springs, few parts.

RAPID

Double compartment hopper, each side dumping as opposite fills.

ACCURATE

Has sealed standard weights and graduated beam and can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

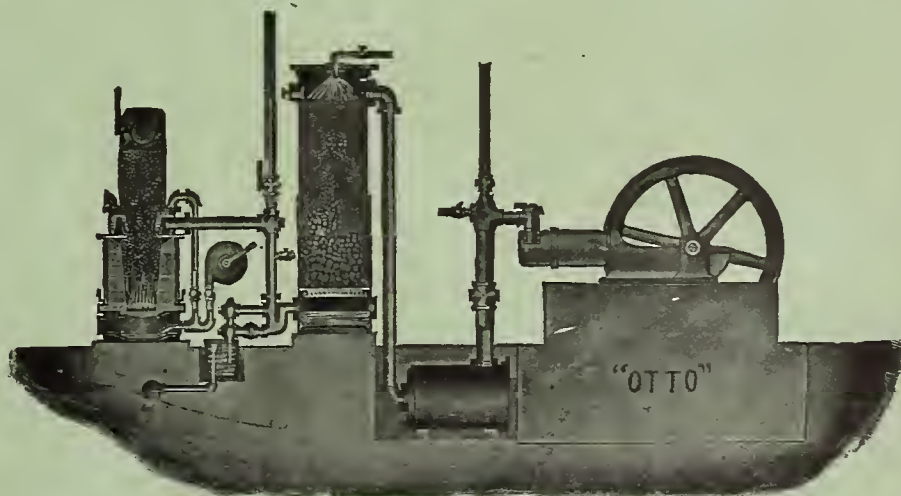
Write for Circular No. 544 A. W.

FAIRBANKS, MORSE & CO.

Wabash Ave. and Eldredge Place, - CHICAGO

HAVE YOU "HORSE SENSE"?

If so, you can successfully operate the "OTTO" Suction Gas Producer and Engine.



J. A. Witter, Engineer of the Beaver Crossing Electric Light & Power Co., Beaver Crossing, Nebr., writes as follows:—

"Please send me a book of instructions on handling and running your gas producer and engine. I have been running this one on horse sense, but that might not work at all times. Plant works fine."

Mr. Witter, without the aid of the instruction book published by this Company, gets the best service from his electric light plant. There is a volume of praise for "OTTO" machinery in his short letter; it proves that the "OTTO" Suction Gas Producer and the "OTTO" Engine are reliable in operation if only ordinary intelligence is brought to bear. In Mr. Witter's words—"horse sense" is all that is needed. Over one hundred successful plants for reference.

Write for data to

THE OTTO GAS ENGINE WORKS.

PHILADELPHIA, PA.

The Power That Moves the Grain

CHARTER GASOLINE ENGINES

Also Gas, Distillate, Alcohol, Kerosene, Naphtha,

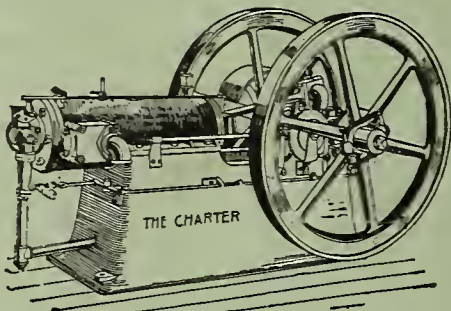
For Operating Mills, Grain Elevators, Etc.

Open Jacket Type is Interesting.

Stationaries, Portables,
Hoisters, Pumping,
Dynamo and Boat Outfits

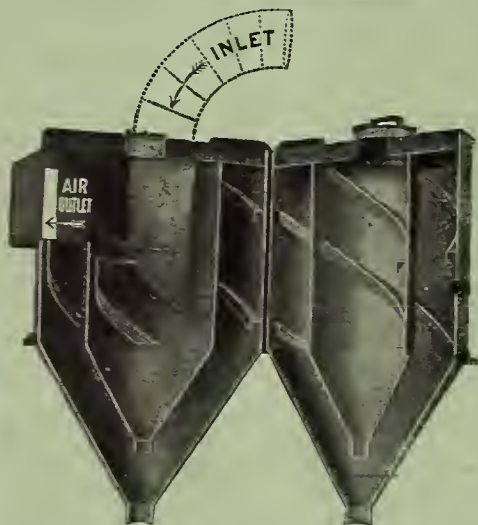
**CHARTER
GAS ENGINE CO.**

400 Locust St., Sterling, Ill., U. S. A.



DIXON'S SILICA-GRAPHITE PAINT

THE PROVEN SHIELD FOR IRON AND STEEL. INERT
PIGMENTS, GOOD COVERING CAPACITY, DURABILITY
RECORDS IN ALL CLIMATES. Write for Booklet 17-B.
JOSEPH DIXON CRUCIBLE CO., JERSEY CITY, N. J.



Points regarding the Day Dust Collector

to bear in mind

**It saves Power in operating your
Cleaning Machine**

One of many unsolicited credentials:

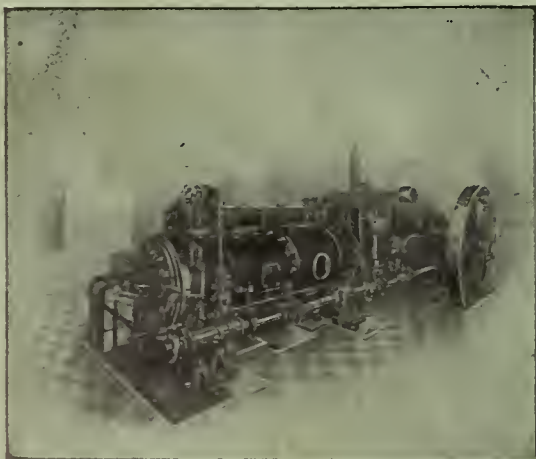
January 5th, 1909.
"Just got the Collector placed and it works
like a charm. It's simply a dandy—can't be
beat." CAMBRIDGE MILLING CO.

Write Us

Please give inside measurements of
Fan outlet (or if two fans, measure-
ment of each) on cleaning machine
for which Collector is wanted, in
writing for prices.

THE DAY COMPANY 1113-26 Yale Place
MINNEAPOLIS, MINN.

GAS power is rapidly superseding steam and electricity for a
number of important uses. It is more economical—more
compact and convenient—reduces insurance rates and other
fixed charges, and requires less attention from the engineer.



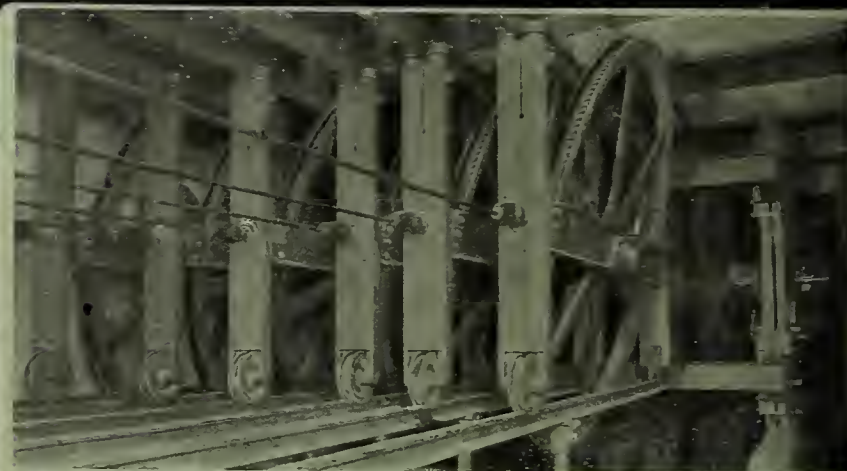
Its nearest approach to perfec-
tion is represented by Du Bois
Gas Engines. They use fuel
only in proportion to the load,
and use less of it than any
other engines made. They are
extremely simple in construc-
tion, and easy to operate.

We build sizes from 5 to 375
H.-P., and our Class "A" en-
gines (single-cylinder, 5 to 50
H.-P.) are ideally adapted to
plants where the consumption
of power is small.

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Rope Drives installed in \$3,000,000 Flour Mill plant of Hecker-Jones-Jewell Milling Co., New York City

For Grain Elevators and Flour Mills

We have furnished many of the Giant Plants of the Country with our Specialties.
Long experience and wide reputation are back of every contract we undertake.

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Is Built to Save Money

We study the particular requirements of every job we undertake. We in-
vestigate every detail that would facilitate more economical handling of materials,
and work accordingly.

We produced new lines of machines last year that filled a want in many factories.
Possibly they would eliminate some unnecessary expense bills from your balance sheet!

Our regular machinery has also been improved. It's a little more in the lead
now than it was before.

We never cut the market on price—just quality. With our great facilities we
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